AUSTRALIAN RAILWAYS ILLUSTRATED

AUGUST 2011 - ISSUE 9

RRP: $9.95

INSIDE

- The Midland Railway Company F Class
- Relieving on the Mudgee Line

AUSTRAINS Pty. Ltd.
PO.Box 3076, Putney, NSW, 2112
Ph: (02) 9817 2333 Fax: (02) 9817 2377
Email:austrain@idx.com.au
AUSTRAINS Pty. Ltd. A.C.N. 073 183 258

Austrains

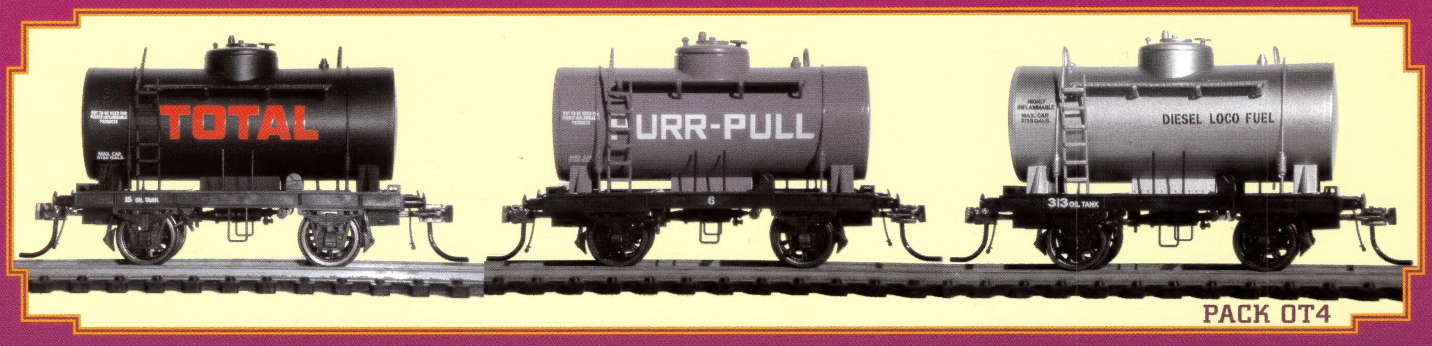
IN NEW RELEASE!!

BASIX

4 Wheel Oil Tankers

PACK OT2

PACK OT3



PACK OT4

PACK OT5

5 Different Packs of 3

(Pack OT1 Not Shown consists of 1 each black, silver and yellow undecorated)

Price $99.00 per pack

Available direct from Austrains only!

Receipted delivery anywhere in Australia by post $9.00 per pack. (includes insurance)

Visit our website:austrains.com.au

AUSTRALIAN RAILWAYS ILLUSTRATED

Vol. 2 No. 4

AUGUST 2011

FEATURES

10
The Midland Railway Company F Class
Rod Milne takes us down memory lane as he reviews the operations of the former Midland Railway Company F class.

28
Relieving on the Mudgee Line
Brian Pycock takes us back to the early 1970's when he commenced working for the NSWGR and was sent to the Lithgow district for experience.

REGULARS

6 Industry In Focus

22 Wagon Brief

27 Loco Brief

44 In's and Out's

46 NSW News

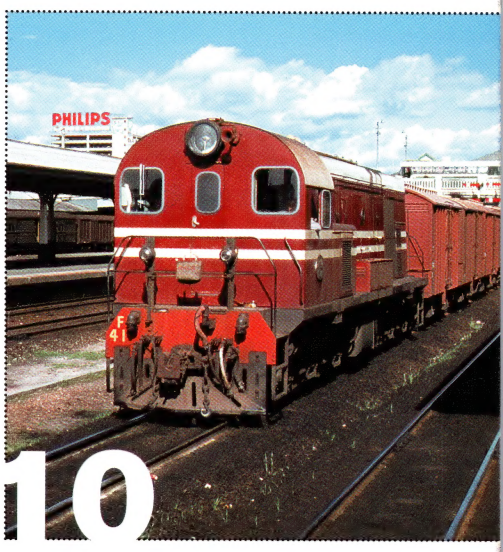
56 VIC News

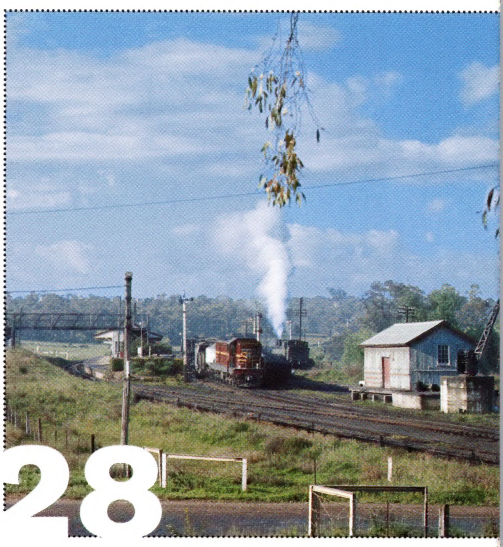
62 QLD News

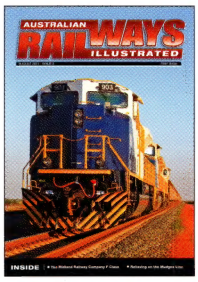
68 SA News

74 WA News

78 TAS News







COVER

Standing on the mainline at Rowley Yard, SD90MAC 903 leads 011/015 both Dash 9-44CW's hauling a loaded ore from the Cloudbreak mine on its maiden run on Wednesday 1 June 2011.
Image by Richard Montgomery

AUSTRALIAN RAILWAYS ILLUSTRATED

Published by
Australian Railways Illustrated P/L
A.C.N. 142 183 702

Editor in Chief:	Stewart Anderson
Advertising:	Mike Moy
Associate Editors:	Graham Cotterall, Peter Attenborough
Contributing Editors:	Rod Milne, Simon Barber
Rollingstock Editors:	Bernie Baker, Chris Jones
State Editors:	Brian Pycock **NSW**, William Arkell **VIC**, Bruce Russell **QLD**, Justin Cheary **SA**, Phil & David Melling **WA**, Alex Rothwell **TAS**
In's & Out's:	Tony Burgess
Layout & Design:	Lisa Cappuccio PageSet - www.pageset.com.au
Printing:	Immij - 3/12 Mars Road Lane Cove NSW Aus 2066 Ph: 02 9424 4600
Editorial Address:	P.O Box 155 Oakleigh VIC 3166 Ph: 0425047167 editor@arimagazine.com.au
Subscriptions / Advertising Address:	P.O. Box 886 Kings Langley NSW 2147 Ph: 0413183080 Email: arimagazine@gmail.com
Website:	www.arimagazine.com.au

Deadline for contributions: 1st of the preceding month.

FROM THE **EDITOR**

Welcome to the August 2011 issue of Australian Railways Illustrated - our team hopes you enjoy our latest issue where our feature articles focus on a couple of old stagers, the former Midland Railway Company F class and our esteemed New South Wales news editor, Brian Pycock who profiles part of his early career in the New South Wales Government Railways working in the Mudgee district. I believe that from feedback received, our readers are very interested in reading about how previous generations of railwaymen operated the vast network of railways for which, in the most part, have changed immeasurably. I know as an engineman myself what changes have occurred in the nearly 30 years I have been "on the job".

After my call in the June issue editorial regarding images from an earlier era, I have been contacted by a number of contributors wishing to collaborate which is heartening. However don't let that stop you deciding to contribute images or articles that you think could be of interest; we are already planning our feature articles for 2012 as we have already mapped out the articles for the rest of this year.

One last thing, it is with great sadness that due to increased work commitments, my good friend Jon Clark has been forced to resign as the Victorian news editor. In the interim, William Arkell will step up to the plate with some assistance from myself. Finally I would like to thank the various people who have contacted me over the last couple of months with their well-wishes regarding my ongoing battle with bowel cancer, it is appreciated.

Stewart

Bursting out of Picton Tunnel, B65/48s33 work 2178 wagon transfer from Bradken workshops at Braemar to Enfield on Sunday 26 June 2011.
Image by Graham Cotterall

just

The JUST DVD series by Greg Travers.

Covering Australia's modern rail scene in detail.

Available on DVD from Train Pictures and all good book shops.

If they don't have it get them to call us 07 - 3804 - 1996

tp Train Pictures

Now incorporating Series 567 Rail Video

For all the latest new release product information and special offers sign up to our *FREE* monthly newsletter *RAIL MAIL*.

P: 07-3804-1996
F: 07-3804-1997

OVER 3000 TITLES @ : www.trainpictures.com.au

Buy 5 and get 1 more for FREE available on certain brands. Visit the website or call for more information

Specialising in Mail Order supply and delivery .. Order online, by phone, by fax or by mail .. Pay via credit card, cheque, money order or direct deposit.

We stock a huge range of ***DVDs***, ***Blu-rays***, ***PC Games*** and ***Audio CDs*** on all subjects relating to trains and transport. Over ***30 New Titles*** are added to our product list each month so there is always something new for everyone - including the kids.

Our children's range includes trains, tractors, trucks, aircraft and more. For those that have an interest in model railways, military, aviation, marine, road and various other forms of transport we have something for you also. In fact with so many titles available from over 50 producers you will always find something of interest.

Call or write today for a ***FREE What's New Titles List.***

Train Pictures, PO Box 687, Beenleigh, QLD. 4207.

SHOP Online anytime! www.trainpictures.com.au

Pentrex We stock every Pentrex DVD!

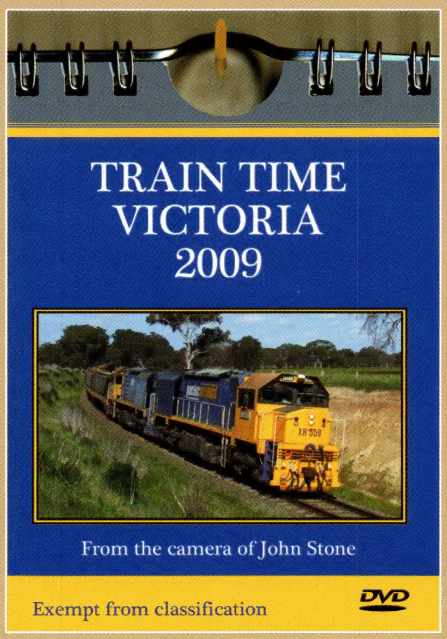
Train Pictures From $14.95 | EJ Videos From $19.95 | Video125 From $19.95 | Cine Rail From $34.95 | TM Books From $19.95 | 7idea From $34.95

Australian Distributors for: EJ Videos DVD & BLU-RAY; VIDEO 125 DVD & BLU-RAY; CINE RAIL; TM Books Video; 7idea Productions DVD & BLU-RAY

Hobby shops call trade sales: 07-3804-1996

Colour catalogues available for Pentrex, TM Books Video, Video125 & CineRail @ $3.00ea including P&H

Australia's largest range of DVDs on model, train and transport subjects. Over 3000 available online - check it out today!



NEW 'TRAIN TIME' DVD

TRAIN TIME VICTORIA 2009

No. 3 in the 'Train Time' series

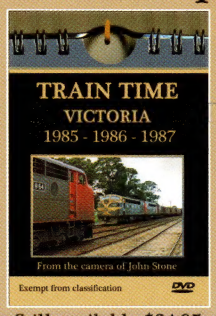
Victorian train operations in 2009. Filmed and edited in High Definition for DVD release. Aspect ratio 16:9 widescreen. Train information and chapter search.

Locomotive classes 48, 80, 81, A, AN, B, C, CLF, CLP, G, HL, J, N, NR, P, S, SCT, T, VL, X, XR, XRB and Y.

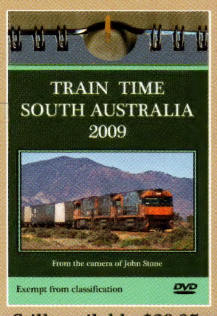
Recommended retail $29.95

Available online from 'Train Pictures' or retail from your favourite rail enthusiast outlet.

All inquiries to P.O. Box 1325 Golden Grove Village, SA, 5125



Still available $24.95



Still available $29.95

ARTC TAKES UP FULL LEASE OF GUNNEDAH BASIN COAL LINK

In a move to streamline the efficiency and foster future growth in the Hunter Valley Coal Chain, Australian Rail Track Corporation (ARTC) announced a further expansion of its network.

From 1 July 2011, the northern railway line from Gap to Boggabilla will be incorporated into its lease of the NSW Interstate and Hunter Valley networks. The track was owned and managed by the NSW State Government's Country Rail Infrastructure Authority.

From the beginning of July the section was incorporated into ARTC's lease, allowing ARTC to include the 370km of track in future investment and capacity planning.

ARTC CEO, John Fullerton emphasised that the take up of the lease option will not only provide certainty for coal producers in the Gunnedah basin, but will also benefit a broad range of customers such as passenger, grain and freight services.

"ARTC determined that including the Northern line from Gap to Boggabilla in the Hunter Valley lease will directly lead to improved capacity planning on the Gunnedah basin link. This will directly benefit all our customers using the line, creating a 'one stop shop' for rail access from their operations to port."

"For coal producers it will mean ARTC will now include this rail link in our ongoing strategy to get more coal from the Gunnedah basin to the Newcastle port more efficiently."

"ARTC has already invested $1 billion in improving the Hunter Valley rail network, in order to increase the export coal capacity. At present, the Hunter Valley rail network coal capacity averages around 146 million tonnes per annum (mtpa). Current industry forecasts indicate demand on the Hunter Valley rail network will increase to over 200 mtpa in 2014."

"From that perspective, this is a vital step forward in boosting the efficiency of the coal corridor and staying ahead of market demand for Hunter Valley coal."

In preparation for the take up, ARTC has established a new depot at Gunnedah comprised of 22 staff and a smaller depot at Narrabri with 9 in the team.

SYDNEY TO MELBOURNE 'MUD-HOLE' REPORT RELEASED

On 17 May, ARTC released its "Sydney to Melbourne Rail Corridor – Performance and Condition Report". For some time now there has been much industry, community and media concern regarding the formation of extensive mud-holes on the ARTC network between Sydney and Melbourne.

The report identified a number of contributing factors, over two decades, which may have contributed to the formation of mud-holes and unacceptable track conditions between Sydney and Melbourne. Sections of the rail industry and media believe that the primary cause of the mud-holes was the side-insertion technique used when new concrete sleepers were installed along the route 12 to 24 months ago, however ARTC has stated that they believe heavy rainfall, poor quality ballast laid many years ago and questionable soil quality are more significant causes.

Many claim that instead of using the side-insertion technique for installing concrete sleepers, use of a track laying machine combined with a ballast cleaner and new ballast may have eliminated the mud-holes and stopped new ones forming. The downside of the use of such a technique its far more costly when compared with side-insertion, and the requirement for far longer

Rounding the curve approaching the new Wodonga station, N453/N470 haul 8615 special passenger conveying invited guests to commemorate the return of V/Line rail services to Albury on Saturday 25 June 2011.
Image by James Brook

In the forest between Moama and Barnes, B80/B76 haul POTA's first broad gauge service to Deniliquin on Thursday 2 June 2011. This service conveyed eleven wagons of empty containers for the rice mill at Deniliquin.
Image by Alan Holding

periods of line closure, the latter which would have resulted in a lengthy and extended and some say untenable dislocation of scheduled freight and passenger services.

Interestingly, the RailCorp network has been progressively renewed with concrete sleepers using a track laying machine and ballast cleaners. This process commenced in 1989, and it will still be a few more years before the entire RailCorp section is concrete sleepered.

ACCC TO OPEN WA GRAIN SUPPLY CHAIN TO COMPETITION

The Australian Competition and Consumer Commission issued a notice on 29 June 2011 revoking Co-operative Bulk Handling Limited's (CBH's) exclusive dealing notification.

The notification allows CBH to require Western Australian grain growers and marketers who use its 'up-country' storage facilities to also use its transport services to deliver grain to port for export.

CBH is a WA grower owned co-operative with about 4650 shareholders who grow grain in that state. CBH is the dominant provider of up-country storage facilities for bulk export grain in WA and over 90 per cent of the grain harvested in WA is stored in these facilities. CBH also owns and operates WA's four grain export terminals.

"By virtue of the notified conduct CBH is the monopoly supplier of transport services for moving grain to port in WA," ACCC chairman Graeme Samuel said.

"The notified conduct allows CBH to leverage its substantial market power in up-country storage to insulate itself from any competition in the supply of grain transport services."

"The ACCC recognises that there are efficiencies in CBH offering a whole of supply chain receival, storage, handling and transport service. The ACCC's decision does not prevent CBH from continuing to offer this service and, importantly, any grower who wishes to continue to use CBH's bundled storage and transport service will remain free to do so."

"However, growers and marketers who consider that their transport requirements may be more efficiently met through alternative options to CBH will be free to explore such options," Mr Samuel said.

For example, a number of industry participants have expressed concerns that in periods of high congestion in the CBH supply chain they are required to continue to use CBH's transport services when other alternatives that would allow them to bypass this congestion are readily available.

"In this respect, forced acquisition of transport services from CBH not only prevents growers and marketers from exploring other transport options that may better suit their individual needs, it also insulates CBH from any competitive pressure in relation to the terms and conditions on which it supplies transport services," Mr Samuel said.

The ACCC considers that it is likely that CBH will continue to be the dominant provider of grain receival, storage and handling services and port terminal services for grain and at least a major provider of transport services. However, as is already the case with bulk storage and handling providers in other states, other suppliers will be able to compete with CBH to provide services to transport grain to port for export.

At the time the notification was lodged in June 2008 there was support for the arrangements in the grain industry from

About to enter Picton Tunnel, QRNational's 2958 grain to Port Kembla Inner Harbour via Enfield is hauled by LZ3101/LQ3122/LZ3103 on Wednesday 22 June 2011. The train operates via Enfield due to the train's inability to use the route via Robertson due to air brake issues. Image by Graham Cotterall

growers, freight companies and marketers. Many saw the arrangements as providing desirable certainty and stability, particularly in light of uncertainty about the market environment post the imminent deregulation of the industry.

However, over time a number of industry participants have become frustrated with the level of service offered by CBH and the restriction on their ability to seek alternative transport options.

The ACCC has decided to revoke the notification with effect from 1 May 2012. This will allow sufficient time for CBH and industry participants to adjust and put appropriate systems and processes in place and to take advantage of the opportunity afforded by potential competition in the provision of rail transport services for bulk export grain.

V/LINE PASS TRAIN SERVICES RETURN TO ALBURY

Communities from Seymour to Albury welcomed the return of V/Line trains back to the border, in a move that will see a boost to the region's tourism, Minister for Public Transport Terry Mulder said on 25 June.

Officially opening the new Wodonga Station, Mr Mulder said it was an historic occasion not only for Albury and Wodonga, but north eastern Victoria and southern New Southern Wales that have been without V/Line passenger trains since November 2008.

"This has been a long time coming for Seymour, Avenel, Euroa, Violet Town, Benalla, Wangaratta, Springhurst, Chiltern and Albury/Wodonga whose railway stations will start to see local V/Line passenger trains again from tomorrow," he said.

"This is also great for the many other towns connected to the railway line by coaches." In opening the new station, Mr Mulder thanked the Federal Government and Australian Rail Track Corporation (ARTC) for joining with the Victorian Government to fund the $612.8 million upgrade to the Albury / Wodonga rail line.

A special train departed Melbourne on 25 June at 0700hrs, picking up community representatives at Seymour. The train then stopped at Benalla and Wangaratta for about half an hour for small 'welcome back' events and picked up more local guests before travelling to the new Wodonga Station opening at midday.

Three special shuttle trains also ran between Wodonga and Albury stations to give border residents the chance to experience the service that will officially start from tomorrow morning.

From Sunday 26 June, V/Line recommenced normal services with two trains per day, the first leaving Albury at 0635hrs and the second to leave Melbourne at 12 noon. Two return coach services will continue to operate until a second train returns in August and the remaining third train each way returns in November this year.

"By the end of the year there will be three return V/Line trains and two CountryLink XPT trains for local residents and visitors to use to places like Albury, Seymour or Melbourne."

The five refurbished train carriages on each service will have about 370 seats and for the first time, provision has been made for the carriage of bikes in a renovated van.

"Bicycle tourism is one area that is growing significantly in the Wangaratta and Benalla areas in particular, and by having the option to easily travel by train more people are likely to visit," Mr Mulder said.

After being out of service for nearly ten years, 4702 undergoes a load trial on 3M31 ballast in company with 4716/T363/4204/4701 on Sunday 26 June 2011 seen here south of Illabo. 4702 has now entered service with Southern Shorthaul Railroad.
Image by Kevin Schultz

The first of twelve ACN4100's to be moved from Queensland to Western Australia due to increased tonnages, ACN4147 departs Redbank Workshops by road on Saturday 25 June 2011. By 5 July it had arrived in Perth.
Image by Robert Dow

The Midland Railway Company F Class

Rumbling through Perth City station, F41 hauls a rake of vans to Fremantle wool stores on Friday 22 October 1965. Image by Weston Langford

By Rod Milne

Running over the recently rebuilt dual gauge line in the suburb of Swan View, F45/F42 haul an Up goods on Saturday 5 March 1966. Image by Weston Langford

THE MIDLAND'S OWN DIESEL

Originating in 1958, the F class English Electric locomotives of WA were an interesting early experimentation in dieselisation by a private railway company. The company concerned, the Midland Railway Company, had operated a lengthy rural cross-country line linking Midland, in suburban Perth, and Walkaway south of Geraldton, for some 60 years, using a roster of fine steam locomotives to run its service. F40 was put into service on 20 May 1958, with F41 following on 24 June 1958. The rest of the class appeared in the last half of 1958, with F46, the last of the class, entering service on 22 December 1958.

Once the F class were deployed, steam became second fiddle, until two additional larger EE locomotives in the G class entered traffic in 1963 in the last full year of steam operation. The F and G class together carried the traffic demands on the lengthy Midland Railway Company line which served Moora, Carnamah, Mingenew and Dongara, though the G class were limited to operating on heavier track south of Watheroo only.

Carrying the running numbers F40 to F46 inclusive, the ex Midland Railway Company A1A-A1A diesels were absorbed into the WAGR fleet on 1 July 1964, along with G50 and G51 from the same source. The entire Midland Railway then became another spine of the WAGR, providing a more direct route to Geraldton than the previous sole WAGR line to the city via Dalwallinu. The passenger service on the old private railway (once hauled by the F class) evolved into the WAGR's weekly "Midlander" passenger train.

Basic design features of the F class were quite similar to the QR 1600 class locomotives, introduced for light-line work four years later, in 1962. However, these were Co-Co locos, and a larger fleet was delivered, numbering 18 members (1600-1617 inclusive) by 1964. Like the QR locos, the F class were a transition from the steam era, with the long hood forward of the cab actually regarded as the No. 1 end. The flat No. 2 end, which offered far better sight lines, was as often as not the way the loco led. Indeed, wholesale withdrawal of triangles and turntables at the end of the steam era meant that the long hood led at least in one direction.

The F and G class could run multi together, although there were strangely not many observed examples of this. Multi F class working was more commonplace, being observed at locations as disparate as Mount Magnet, Kondinin, Hyden, Boddington, Newdegate and Manjimup. Relatively small locos, the F class were undoubtedly better deployed in multi-unit format, as train lengths increased in size and the number of freight services declined. Examples include F45/F46 on an Up Goods at Mullalyup on the Manjimup line on 20 April 1976 and F42/F41 on another Up Goods on the Manjimup line on 14 April 1982. Some rather impressive lash ups occurred on the goods train from Manjimup in the dying days of the class, when F and G class locomotives were mixed in various combinations. On 14 October 1985, G51/F43/F44 worked an Up Goods from Manjimup, with F44/G50 combining on a similar train on 17 October 1985.

In addition to the splendid MRC livery, the F class also worked in another fine livery, the WAGR green after absorption into the Government system. This livery included a splendid chevron at each end, and arguably formed the most stylish paint scheme the locos carried. In the 1970s, the class gained the rather bland orange corporate livery, with at least one member (F41) briefly carrying the 'nipple' pink livery in traffic.

THE GREAT WANDERER

Obviously, we know exactly where the F class worked in their first six years, within the confines of the Midland Railway between Walkaway and Midland. Unlike the G class, the F class had the full length of the private line as their range. Unfortunately, we don't have a lot of details on the workings of the class in traffic in the period immediately following the absorption of the locos into the state system in 1964, because most of the loco records of the time were purged. However, from the 1970s, the class was commonly found working in the South-West, predominantly on the Manjimup line, but also from time to time out of Collie and to Busselton. On Christmas Eve in 1973, F40 and F45 combined to haul the Busselton

Goods, but on 28 December 1973, F44 was there on its own on the daily goods train.

Although the Y class were also used, the Boddington line was a branch line that the class dominated, working the weekly Thursday goods train to Boddington as well as the other trains that terminated at Dwellingup. Timber was the line's livelihood, a mill at Westwood providing a lot of loading until 1969 when Dwellingup became the line's terminus. However, a regular goods train service ran to Dwellingup into the 1980s, hauling sawn timber out of the Bunnings mill at Dwellingup, a Monday morning turn being commonplace in later years. Comprising empty QBB, QBC and QBE flat wagons, this train was generally hauled by an F class from Pinjarra.

Similar wagons and loading were hauled from the Northcliffe line, multi F class rosterings being common north of Manjimup. Even if single F class runs were made beyond that point, an F class loco was often stabled at Manjimup to work the final train back to Bunbury multi-unit with the train loco. If I was given a dollar for every QBB/QBC/QBE wagon of timber hauled by an F class in the history of the WAGR, I would be a wealthy man indeed!

The 1970s was a time of some variation with the class and trials were run with multis on a number of more remote lines. In 1978, multi F class appeared on the Hyden (F42/F43 visited Hyden on 28 February 1978), Newdegate and Kondinin lines, though the trial appears to have been a brief one. On 29 November 1978, F42 performed an interesting working, travelling over the soon to be mothballed Kondinin-Kulin section on a special working which may well have been the last train to pass by Gnarming. Arguably, the most interesting trial occurred on 11 January 1978, when a pair of multi F class worked to Meekatharra on a goods train. Overheating all the way, the locos ran slow and the train arrived very late, the experiment being somewhat of a flop. Presumably, the use of multi F class would have been less damaging than the multi X combinations that plied the track, perhaps enabling the Meekatharra line to remain in service a little longer. It is unfortunate that a hot day in January was chosen for the trial!

It is a little known fact that F class were also used on the Kalgoorlie area narrow gauge branches in the period between 1971 and 1974, when the system was gauge isolated. The roster at Kalgoorlie included several F, A, RA and Y class locos, with the F class seeing use on the Leonora, Esperance and Kamballie goods trains. In 1974, the Leonora and Esperance lines opened as standard gauge lines and the Kamballie line closed, removing the work for F class at Kalgoorlie forever. On 8 July and 11 August 1973, Bernie Morris worked F44 out to Kamballie and back on the shunt (two trips), one of the runs being a Sunday working.

The other area that saw the F class regularly in traffic was the Perth metropolitan area where they saw use on the shunt train services. A particular favourite was the daily shunt that worked between Forrestfield, West Kewdale, Welshpool and Rivervale, servicing the needs of industry en route. From time to time this train also conveyed a tank wagon of chromate water loaded at Koojan on the class's old stamping ground, the Midland line. Some examples of F class on the Rivervale shunt are listed below:

24.11.81	F46
1.12.81	F44
11.12.81	F43
10.2.82	F40
13.1.83	F45

Because it was latterly the only regular service over the now-lifted West Kewdale-Welshpool section, the Rivervale shunt was a rather unique service, former WAGR driver Charlie de Bruin recalling having once travelled to the very end of the industrial spur at Welshpool in an F class loco. Every loco in the class worked this train at one time or another. Other regular jobs for the F class were the

With a new concrete bridge being constructed in the background, F41 hauls a down goods along the former Midland Railway at Upper Swan on Sunday 29 May 1966.
Image by Weston Langford

On Monday 5 April 1976, F44/F41 combine their power to haul a goods train bound for Collie over the Preston River bridge just east of Burekup. The bridge replaced an earlier one relatively late in the proceedings.
Image by Neville Watson

Subiaco, Midland (F44 worked the service on 4 January 1982), and Bassendean shunt trains. At the every end, as the branch lines closed, the suburban jobs were the main ones the class still worked.

Passenger trains provided erratic work for the class too, though their size and power limited their usefulness. On 11 May 1973, F42 was noted on a suburban train running between Fremantle and Midland. They occasionally worked suburban trains when there was nothing else around, but the dual cab X class were more suitable as were the larger G class. A recorded instance of an F class loco working a suburban train was the Armadale service worked by F42 on 2 April 1976. Of course, F class did work the passenger service on the Midland Railway Company line prior to absorption in 1964, and occasionally, there were runs on trains like the "Bunbury Shopper".

THERE ARE MIXED REVIEWS

The drivers of the time have mixed views about the class. Charlie de Bruin recalls from his time at Forrestfield when he regularly worked shunt trains with them and also runs up the Dwellingup branch. He recalled that changing the ends of multi-unit F class was often problematic and required some inspired timing with a driver in both cabs, while the ride was good, a common condition of the English locos.

He has fond memories of working F class on the Dwellingup Goods, the line climbing the scenic Darling Ranges once the coastal plain was left behind beyond Meelon. The ascent of the range with the F class hauling the Dwellingup Goods featured a particularly interesting section near Berginning where the line crossed the main road, before climbing sharply to recross the road a kilometre further on. The last section to the terminus was through thick jarrah forest with the odd orchard to break the view.

Former Kalgoorlie driver Bernie Morris worked the class in that curious period in the early 1970s when they briefly worked the Leonora, Kamballie and Esperance branch lines. His fondness for English Electric locos was never particularly strong, though he did have a higher opinion of the F class than the English Electric locos that came later, due to the 1950s being a time when locos were constructed solidly and were durable.

At Kalgoorlie depot, he was rostered in 1973 on shunt train runs out to Trafalgar beyond Kamballie with fuel tanks for the Lake View and Star gold mines. Periodically too, he worked trains on the Esperance line where A and RA class towed F class locomotives as vehicles for work at Esperance or elsewhere. In April 1973, both F41 and F44 were on shed at Kalgoorlie, but a year later, on 13 September 1974, F42 was at Kalgoorlie by itself.

Unfortunately, my observations of them come from the time when I first moved to Swanbourne, some eight years before the class was withdrawn. Having grown up with the 1600 class in Brisbane, I was pleased to see a loco that reminded me of home because of its appearance, and they were occasionally seen pottering around on shunt trains, regrettably in the bland Westrail orange livery. A regular sight from the passing "Australind" was the Monday morning Dwellingup Goods stabled with an F class loco at the front and a yellow Z van at the back, while Bunbury would usually reveal some of the EEs in their working glory. More often than not, the F class would be towed behind a big sister R or RA on the nightly goods train to Manjimup and Pemberton, for work hauling sawn timber south of "Manji". To my eyes, they looked like orange 1600s, but with a large circular head light instead of the QR loco's smaller Pyle light.

Perhaps the highlight of my observations of the F class was a trip to Northcliffe in July 1983. By that time, the they had taken over from the X class on the twice a week Northcliffe Goods, and I was lucky to get green F42 hauling the goods train south from Pemberton on Thursday 7 July 1983. The load was light, with four empty timber wagons 3/QBB, QBC for the mill at the lead and a loaded QUA flat

On Tuesday 20 April 1976, an Up Goods from Manjimup pauses in the then extensive yard at Donnybrook, junction for the cross - country branch to Kojonup and Katanning. Rather curiously, F45 and F46 are both marshalled long hood leading, a not uncommon practice in WA to this day. Image by Neville Watson

wagon in front of the guard's van, Z543F. The flat wagon contained empty bulk bins from Kewdale to Northcliffe bound for a local potato farmer. On a previous trip to Northcliffe in May a four-wheeled NF class flat wagon with a tractor travelled to Northcliffe on the train.

Anyone familiar with the Northcliffe line will know what a marvellously scenic trip it was, with the railway snaking amongst stands of karri often some distance from the road before breaking out into the low swampy coastal scrublands at Dombakup not far out of Northcliffe. What a delight it was to chase this classic train amongst the karris at a sedate pace indeed! After blowing its horn loudly at the successive crossings with the main road at Dombakup, F42 brought its load to Northcliffe and then headed down to the mill to place the empties and collect the timber. The load going back was virtually the same, with the QUA emptied by the potato farmer, and two wagons of timber for Kewdale, along with one each for West Kalgoorlie (clearly to be transhipped en route) and Robbs Jetty.

In the days when multi F class worked loaded goods trains from Manjimup back to Bunbury, there were some fabulous displays of sound as the little locos negotiated the heavy banks along the line. Coming up from Jardee into Manjimup was a steep bank indeed, but the toughest climbs with the load were from Bridgetown up to Hester, and at Mullalyup, where the track sharply climbed to a summit at Kirup station, where the sight of two trains worked by multi F class crossing was not unknown. English Electric locos working hard on a steep grade and a full load make a fabulous sound, and a pair of F class ascending the Mullalyup bank was something not to be forgotten.

Had the class not been prone to overheating, they may have had a greater use through a wider area of Western Australia. The multi F class trial on the Meekatharra line in particular is a case in point, for the long branch to the Murchison was beset by maintenance problems associated with rigid based locos banging the permanent way around. A few months after the unsuccessful trial, the poor condition of the line gave Westrail an excuse to close the line down altogether beyond Pindar, a sad loss indeed in an area now booming from the mining industry. Whether the use of multi F class could have ever prolonged the life-time of the line to Meekatharra will never be known, but perhaps had the line limped on it could have survived until the mining boom provided sufficient revenue to warrant a complete upgrade of the track.

ENGLISH ELECTRIC SWANSONG

For the F class, the first 20 years in traffic were productive ones, though as the 1980s dawned, there were ominous signs for the future. The demise of the branch lines where timber was the major commodity was a particular body blow, for this was a niche traffic for the class, along with the decline in suburban shunt trains also being problematic. The year 1985 was a watershed year for those services, with Westrail's English Electric fleet in particular sorely savaged through the next few years. October 1987 saw four of the class (F41, F44, F45, F46) written off in one fell swoop.

One of the class ended up battered and forlorn on a plynth by the old Midland Railway line at Moora, with F40 having the most charmed life of the fleet. Joining South Spur's gaggle of EE locos, F40 was proudly given a livery close to the original one it carried in traffic on the Midland line way back in 1958. The long-hood end was again graced by the letters "MR" encircled in white. If that wasn't enough of a blast from the past, in late January 2008, it revisited the Midland line again, travelling the whole length to Dongara and onwards on a rail train. On 24 January 2008, it arrived Narngulu, prior to reversing for a run up the Mullewa line to unload rails.

The sole remaining F class loco in use then went through a serious threat, with sale to a buyer in South Africa and a reversal of the classic MRC livery. But fortunately, this disastrous situation was averted, with the loco again in WA hands and with a reasonably assured future.

My thanks are extended to former Westrail drivers Bernie Morris and Charlie de Bruin, Neville Watson, Phil Melling, Colin Gray, Mark Hardacre and Simon Barber for their images, and David Whiteford for other assistance with this article.

Perth City station has undergone radical change and today only sees EMU sets come and go but on Friday 25 May 1979, we see F43/F42 hauling empty superphosphate wagons towards Fremantle.
Image by Phil Melling

Passing Claisebrook railmotor depot, F44 hauls a tour train away from Perth City during November 1976.
Image by Colin Gray

Unusually marshalled nose to tail instead of long end to long end, F46/F40 are seen here passing semaphore signals at Fremantle en route to Kwinana on Wednesday 31 October 1979.
Image by Phil Melling

Approaching Forrestfield, a short goods consisting of a WAM cold storage van, a flat wagon loaded with a refrigerated container, a WBR cold storage van and brakevan is hauled by F46 during November 1976.
Image by Colin Gray

With its load of mainly empty timber wagons, F 44 heads a Down Collie Goods up the last grade from Allanson into West Collie yard on Wednesday 14 April 1982. The haulage of sawn timber was the mainstay for the F class during their last few years of service.
Image by Neville Watson

After travelling overnight from Narrogin in the brakevan, our intrepid photographer captured F41/F44 arriving at Collie shortly after sunrise on Tuesday 10 February 1976. F41 displays the short-lived "nipple pink" livery prior to being painted in the Westrail orange livery.
Image by Mark Hardacre

On Saturday 15 March 1986, F43 and F40 lead a Hotham Valley Tourist Railway special to Dwellingup across the Bunbury Bridge at Rivervale.
Image by Simon Barber

F40 shunts timber wagons into the Bunning's mill at Kirup on Saturday 26 September 1987 prior to continuing on to Manjimup.
Image by Simon Barber

F40 looks splendid in the MR livery as it paddles along through the rolling hills south of Bookara, on Thursday 24 January 2008, while working a rail set north towards Geraldton. Ironically, the loco worked extensively on the Midland Railway in the late 1950's when in private ownership, the line connecting with the WAGR terminus at Walkaway. As at June 2011, the future of this loco in WA appears to be now assured.
Image by Rod Milne

On Saturday 6 November 2010, F40 leads a Hotham Valley Tourist Railway transfer train to Dwellingup seen here approaching Alumina Junction. Ian Wallis purchased F40 from Coote Industrial and now it is back in familiar territory where it worked in the early Westrail days.
Image by Murray Rowe

NEW BCW CATTLE WAGONS COMING LATER THIS YEAR!!

The BCW Wagons will come in a Pack of Four, 12 different numbers to choose from. Due to be released later this year.
It's a first in , first serve basis. Price will be determined later so stay tuned!

Please make enquiries with Tom's Hobbies :
Phone (02) 9809 0530 or (02) 9809 6948
Email: info@tomshobbies.com.au

TOM'S HOBBIES SHOP HOURS:
Mon-Fri 8.30-5.00pm, Sat 8.30-3.30pm Sun Closed
Address: 1001 Victoria Road, West Ryde NSW 2114
(entrance Graf Ave)

TRAINORAMA PRODUCTS

- 42 Class
- 44 Class
- 49 Class
- 930 Double end Class
- 32 Class
- S Class
- FWH hoppers
- ZLP/VVBP Brake Vans
- AFL/FRH hoppers
- PHG/MHG Brake Vans (limited stock)

Come to our store & have a browse, or you can order online or by phone!

Our Range includes:

- Austrains
- Atlas HO & N
- Athearn
- Airfix Kits
- AFV Club Kits
- Academy Kits
- AMT Kits
- Bachmann
- Thomas the tank engine
- Branchline English
- Bronco Kits
- CAT diecast
- Cooee Concepts
- Dapol scenery kits
- Evergreen Plastics
- Emhar Plastic kits
- Floquil Paints
- Fujimi Kits
- Heki Scenery
- Humbrol Enamel and Acrylic Paints
- Hobby Boss Kits
- Hornby
- Kadee Couplers
- KATO N scale
- Kestrel N Scale scenery kits
- Kalmbach
- Lima
- Monogram Kits
- Mini Art Kits
- Model Scene
- Metcalfe
- Milliput Epoxy Putty
- Preiser HO People
- Pegasus kits
- Plastruct Plastic Weld
- Paasche Airbrushes
- Ratio Kits
- Revell Kits
- Structorama Kits
- SuperQuick Kits
- Squadron Putty
- Tamiya Plastic Kits
- Tamiya Spray Paints
- TCS Decoders
- Trumpeter kits
- Tomix N Scale
- Tomytec N Scale
- Walthers
- Wills Kits
- Woodland Scenics
- Zap-A-Gap CA Glues
- Zvezda Kits

SAR OB Bogie Open Wagon

AVAILABLE NOW!

HO Scale - Ready-to-Run

SAR, ANR, AN liveries

Pre-production samples

Model features include:

- Injection moulded
- Genuine Kadee couplers
- Metal hand grabs and chains
- Removable tarp supports
- Highly detailed underframe
- Individually applied tie down bollards
- Detailed brake and air hose rigging

Twin packs $99.00

ORIENT EXPRESS REPRODUCTIONS

2 King William Rd, Unley SA, 5061, (08) 8271 7861

sales@orientexpressmodels.com.au www.orientexpressmodels.com.au/OER

Delivering for enthusiasts of South Australian Railways!

ALCO World

Specialising in:

MERCHANDISE FOR LOCOMOTIVES & MAIL ORDERS

We Stock:

- Plets Express DVD USA
- Trackside DVD
- Trains Alive DVD
- ACV DVD
- Ross Rail DVD
- Big Boy DVD's & Books
- Alco Operaing & Technical Manuals
- Badges
- Alco Bar Mats
- Alco T-shirts
- Alco Caps
- Alco Mugs
- Alco Builders Plates
- Alco Stickers
- Alco Related Books

PHONE: 0412 511 794

EMAIL: info@alcoworld.com.au

MAIL ORDERS:

PO Box 383, Ingleburn NSW 1890

New stock always arriving!

SHOP ONLINE:

www.alcoworld.com.au

CHECK OUR WEBSITE FOR WHERE TO SEE US AT EXHIBITIONS

RLSY Louvre Van

Class:	RLSY	Owner:	PACIFIC NATIONAL
Type:	Louvre Van	Build Dates:	1973-1976
Number in Class:	54	Modified Date:	1997, 2005, 2010
Number Series:	18629-18749 (various)	Length:	18.0m
Previous Class:	RLUY, RLPY	Tare:	29.0t
Bogie Type:	YMC, Class D, 50t	Gross:	51.0t

HISTORY

Commonwealth Engineering NSW built 200 KLV and KLY type louvre vans between 1973 and 1976 for the NSW PTC. The first contract was for 50 vans coded KLV 18601-18650 and the second contract was for 150 vans coded KLY 18551-18600 and 18651-18750. The vans were designed for forklift loading, and were capable of handling palletized loads. The original 50 vans were built as KLV wagons, as they were fitted with top hung bogies, however many were changed to the popular 2CM/YM two piece bogie and recoded to KLY. The entire second contract was delivered as KLY with 2CM/YM bogies. All wagons were delivered in PTC blue.

With the introduction of the four letter ROA code system, the KLY vans were reclassified to NLKY. Subsequently new codes were introduced to designate specific freight and/or a modification to the wagon, two new codes were NLPY and NLUY. The vans have been used to carry many type of products although common in the 1980s and 1990s was Newsprint paper and pet food.

The introduction of National Rail Corporation in 1994 saw all the vans change ownership and they were subsequently recoded with an 'R' prefix. In 1997/1998 a total of 44/RLUY vans were recoded to RLSY. These 44 vans were from both the KLV and KLY build contracts. The third letter nominated that the vans were specifically allocated to the Sadleirs Transport freight task. In 2005 a further ten RLSY wagons entered service. These ten wagons were converted from long-time stored RLPY vans at Upfield in Victoria. It must be noted that not all vans allocated to Sadleirs traffic have been recoded. Approximately 28/RLUY vans supplement the fleet of 54/RLSY vans. Some RLUY vans even carry the Sadleirs corporate colours. Sadleirs Logistics (formerly Sadleirs Transport) was established in 1895 and is an independent transport provider, customs broker, and international shipping agent and a member of a group of companies with origins dating back to 1829 in Western Australia.

Sadleirs have their own rail sidings at Enfield NSW and Kewdale WA, and are building a new rail-served facility at Spotswood VIC and it is from these rail sidings that the RLSY louvre vans are frequently loaded and unloaded.

Sadleirs have been utilising Pacific National, and formerly National Rail, to haul RLSY louvre vans across the country for well over a decade. In 2010, Sadleirs signed a seven year haulage contract with Pacific National, which has resulted in a large number of RLSY vans being painted bright green – the corporate colours of Sadleirs Logistics.

DESCRIPTION:

The RLSY is a 111 cubic metre louvre van with large double doors in the centre on both sides and a curved roof design. The louvre aspect allows air circulation within the wagon, but restricts rain and water from entering inside. All the vans built have six vertical panels either side of the doors. The KLV design has five of the six panels with louvres, although only the top and bottom third of the vertical panels actually have louvres. The KLY vans have full height louvres on all six panels. Damaged louvre panels have resulted in many vans being repaired with different style louvres or with solid steel sheeting. When open, the doors allow excellent access for a forklift, the opening measures 2280mm high and 4572mm wide and the floor is all steel construction.

The KLV vans were built with Westinghouse air brake equipment, whereas the second contract of KLY vans were built with Davies and Metcalfe air brake equipment. The RLSY vans are fitted with manual load compensators and traverse handbrakes. All RLSY vans are fitted with the excellent riding two piece YMC type bogies (formerly known as 2CM) and allow the wagons to travel at a maximum speed of 115km/h.

Painted in PTC blue when built, many vans are still in this now well worn colour scheme. During the time of SRA, some vans were painted SRA red. The next livery that a KLV/KLY van would wear coincided with the RLSY code being introduced. At least four RLSY vans were painted in the bright Sadleirs Transport livery of lime green. The vans had a yellow roof and side sill, as well as signage for Sadleirs and National Rail. The reactivation of ten RLPY vans in 2005 saw them painted Pacific National blue with stenciled logos, the blue paint was only applied to the sides of the vans, with the ends and the roof often showing the original PTC blue or SRA red.

With the signing of a long term contract in 2010, many RLSY and RLUY vans have been painted in a simplified Sadleirs livery of all over lime green with a large logo panel in the top left or right corner. Vans continue to be painted at Bluebird Workshops, with the new Sadleirs Logistics logo being applied from mid-2011.

OPERATIONS:

The RLSY vans have been a regular sight travelling across the country linking the Sadleirs depots in Enfield NSW and Kewdale WA. In 2011, Spotswood VIC will also be a rail depot, allowing western freight to go directly to Melbourne in louvre vans.

Currently, vans travel east on Pacific National services to Sydney on trains 6PS7, 1PS6 and 3PS6. The opposing movements to Perth are 3SP7, 5SP5 and 7SP3. It is common for each service to convey around ten vans. After arriving at the major Pacific National intermodal terminals, the vans are conveyed on local trip trains to the Sadleirs facilities where forklifts busily unload and reload the wagons. When RLSY vans were first introduced, notable 'Superfreighter', 7SP5 would depart Cooks River in Sydney and shunt the Sadleirs Siding at Enfield prior to heading west for Perth. It was most unusual to see three new NR locomotives shunting wagons onto a 1500m intermodal service. Finally, around the time of the RLSY introduction, National Rail used KLY type vans to transport 3t copper bundles on Steelink Services, presumably as they were secure and concealed the 48t of copper loaded inside. It is unknown if the vans were coded RLUY, RLPY or indeed RLSY.

By Chris Jones

RLSY 18671Y passes through Mittagong on 16 June 2010. This wagon has unqiue retrofitted doors, some replaced louvres, and a patchy grey paint scheme. Following, is a well weathered PTC blue van.
All Images by Chris Jones

Sporting a fresh paint and new Sadleirs logo, RLSY 18658P approaches Bargo on 22 June 2011.

From the first contract, recognised by the partial louvres, RLSY 18629A was formerly SRA red, and was repainted to PN blue in 2005. The following van is painted in original Sadleirs livery. Goulburn 6 October 2010.

- *Accredited Rail Operator in NSW*
- *Rollingstock Maintenance*
- *Rollingstock Refurbishment*
- *Rollingstock Builds*

www.southernshorthaulrailroad.com.au

VICTORIA
Brent Nally - General Manager Workshops
175 Murphy Street
Bendigo, VIC 3550
Phone: (03) 5434-7777
Fax: (03) 5443-7828
Email: brent_nally@southernshorthaulrailroad.com.au

NEW SOUTH WALES
Gary Payne - General Manager Operations
PO Box 12, 121 Anzac Avenue
Engadine, NSW 2233
Phone: 0425-666-671
Fax: (02) 9872-8547
Email: garypayne3@bigpond.com

SSR
SOUTHERN SHORTHAUL RAILROAD

CASULA HOBBIES

62 Moore St, Liverpool NSW
Ph : 02 9602 8640
FAX : 02 9602 8874

PO Box 3206
Liverpool NSW 2170

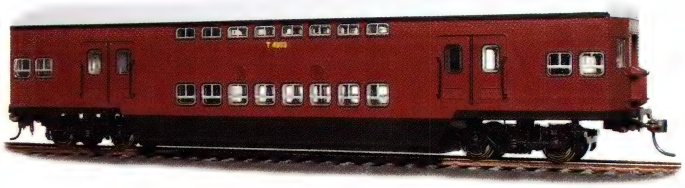
www.casulahobbies.com.au

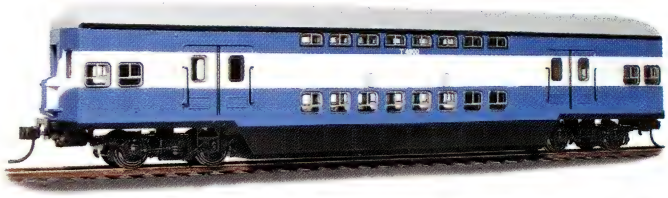
sales@casulahobbies.com.au

Orders are now being taken for our first ready to run models due July 2011

R.T.R. Model of the NSWR SUBURBAN TULLOCH DOUBLE DECK TRAILERS
Available in TUSCAN RED, INDIAN RED and BLUE / WHITE
Tulloch Double Deck Trailer in two car sets
Limited road numbers of each pack available

Underbody parts & interior seats will be available separately to detail your electric suburban stock





Item No.	Description	Price
TDDT-1: A	T4845 & T4912 Tuscan with High Black Band – Manual Doors	$349.00 RRP SPECIAL PRICE $299.00 $100 deposit per set secures your order
TDDT-1: B	T4898 & T4906 Tuscan with Low Black Band – Manual Doors	
TDDT-2: A	T4900 & T4910 Indian Red with High Black Band – Manual Doors	
TDDT-2: B	T4915 & T4920 Indian Red with Low Black Band – Manual Doors	
TDDT-3: A	T4907 & T4916 Blue livery, white band along the middle of the car – Manual Doors	
TDDT-3: B	T4905 & T4918 Blue livery, white band along the middle of the car – Manual Doors	

Postage, handling and insurance in Australia $15.00

The Double Deck Trailers listed below will be the next available.

- Blue livery and white low band along the bottom windows of the car.
- Gray Body "CityRail".
- Flake Gray (Off White).
- Dark Gray.
- Silver Gray T4852 and T4867.

SPECIAL PRICE $299.00

Orders taken also for Double Deck Motor Cars Comeng C3805 to C3857 Mk1 that we are working on now

Will be available as 4 car sets including a powered motor car, 2 trailers as listed above and a dummy motor car.
Comeng Double Deck motor car.
C3858, C3741, D4011, T4021, D4001, T4702, T4701 motor cars.
C3805 Double Deck Power Car expected 2012

Contact Details

Name: _____ Date: _____
Address: _____ Suburb/Town: _____
State: _____ Post Code: _____ Phone: _____ Mobile: _____
Email: _____

Please copy this page and send your details of interest. See our website to print your order form or you can order online.

GJF/VHGY/VHGF Bulk WheatHopper

Associated Distributors Bogies with RP25-110 Metal wheels
Real Kadee No. 5 metal Knuckle couplers.
All new tooling and detail
Quality finish and painting
Suggest RRP $49.95 each.

PD-100A	GJF-201	VR	**PD-102A**	VHGY-301F	V/Line Grain
PD-100A	GJF-280	VR	**PD-102A**	VHGY-303A	V/Line Grain
PD-101A	VHGY-202	VR	**PD-103A**	VHGF-215M	V/Line Grain
PD-101A	VHGY-283	VR	**PD-103A**	VHGF-279E	V/Line Grain

POWERLINE
MODEL RAILWAYS OF AUSTRALIA

www.powerline.com.au
www.powerline.com.au/news.php
www.powerline.com.au/products.php
info.powerline@powerline.com.au

NSW Tuscan 48 Class in all 4 Marks, delayed but still due to be released in 2011.

PR481-1-03	48 Class mk 1	Tuscan livery	4803	UN-NUMBERED LOCO PR481-1-UN
PR482-1-65	48 Class mk 2	Tuscan livery	4865	UN-NUMBERED LOCO PR482-1-UN
PR483-1-94	48 Class mk 3	Tuscan livery	4894	UN-NUMBERED LOCO PR483-1-UN
PR484-1-136	48 Class mk 4	Tuscan livery	48136	UN-NUMBERED LOCO PR484-1-UN

ORDER TODAY FROM YOUR LOCAL POWERLINE RETAILER

info.powerline@powerline.com.au or sales.powerline@powerline.com.au

Product by Powerline Models Pty Ltd is available from all Model Train retail stores across Australia

DB/2300

Built at Clyde Engineering Rosewater (SA)

Model	G26C-2
Length	18.010 metres
Width	2848 mm
Height	3954 mm
Weight - Mass	108 tonnes
Axle load	18 tonnes
Track gauge	1067 mm
Power	1640 kW/1490 kW
Fuel capacity	6000 litres
Engine lubricating oil	757 litres
Coolant	795 litres
Sand box capacity	0.340 cu. m
Engine type	EMD V16 645E (Rootes Blown - Two Stroke Cycle)
Maximum engine speed	900 rpm
Traction alternator	EMD AR6-G
Traction motors	EMD D29 (6)
Traction motor/pinion gear ratio	64:13
Air Compressor Gardiner Denver type	WXOV

Originally delivered as the DB class (1581 - 1593), they were built exclusively for Westrail's narrow gauge system with the first unit being delivered in 1982. When ARG gained ownership of Westrail in 2000, they were reclassified as the 2300 class and renumbered 2301 - 2313. With QRN acquiring ARG some locos were again reclassified as DBZ class denoting the locomotives that were equipped with ZTR traction control equipment. While under ARG ownership 2313 was transferred to their Whyalla operations in 2003. It was returned to Western Australia in 2006 in exchange for 1907 (a former DA class). All remain in service.

By Bernie Baker

Relieving on the Mudgee Line

In a panoramic view of the former station at Portland, 4911 is detaching wagons from No.51 Lithgow-Mudgee goods on Wednesday 1 November 1972. Commonwealth Portland Cement's Andrew Barclay 0-6-0T No.3 can be glimpsed in the background. Today a visitor to Portland would barely recognise this scene as all of the infrastructure visible in the image - the sidings, the goods shed, the pedestrian bridge and all trace of the platform and station, is now long gone with only the single track on the main line remaining.

By Brian Pycock

At a location I unfortunately never used again, 4498 is hauling a typical No.6 Mudgee-Lithgow goods through a valley a couple of kilometres north of Rylstone on Wednesday 1 November 1972. Three TRC vans of refrigerated meat lead the train's loading.

INTRODUCTION

My railway career commenced on the 3 February 1969 when I started employment as a "Cadet Administrative Trainee Traffic Officer" (what a mouthful) with the Traffic Branch of the New South Wales Government Railways. After spending the next three or four months at the Railways Institute passing various courses in Coaching and Goods accounts and all systems of safe-working with two colleagues, it was time to get to know the inner workings of various sections (including timetables, staff and works) within the Traffic Branch, based at Sydney Terminal . From there, the next step in my education was to start to utilise what I had learnt from the Railways Institute. For the next 21 months starting from early 1971, I needed to wear my Traffic Branch uniform as I relieved personnel in various duties ranging from Junior Station Assistant at Asquith until my final Sydney area job requiring a uniform as Acting Station Master at Gordon in late 1972. Then the fun started!!!

My direct boss, Mr Bill Jones, who was the Traffic Branch Staff Superintendent, advised me to report to Mr Bill Ramage (District Superintendent at Lithgow) on 30 October of that year. After two days looking around Lithgow I was to report to the Station Master at Rylstone on Wednesday 1 November. Thus I began acquiring 18 months of the best experience any employee could receive. It is certainly true that you learn by your mistakes and that only comes from being "hands on".

Firstly, I must begin by saying that, in my opinion, the Lithgow - Merrygoen line was one of the most interesting branch lines in the state. As a friend who was a driver at Lithgow in the 1980's has said to me on a number of occasions "any time I was rostered to work out on the branch I regarded it as a day out". I was fortunate to work at Rylstone, Kandos and Mudgee during this period whilst during the last six months in the district I worked at Lithgow that included the morning shift on the Mudgee Train Control board three days per fortnight plus another two days where I acted as the Tonnage Clerk for Mudgee, Bathurst and Cowra. This Train Control board controlled all the train working from Wallerawang West to Merrygoen (exclusive) whilst the clerical job entailed programming all the appropriate trains and loco requirements to move the forecast tonnages. I must add that the position of Assistant Station Master at Kandos was somewhat of a misnomer as the two main jobs were simply shunting the cement works at Kandos and Charbon and filling out the wagon books for the former. The Station Master at Clandulla handled all paperwork for the Charbon cement sidings.

My love of this line commenced with my arrival at Rylstone on 1 November 1972. It must be remembered that the line was truncated immediately north of the Kandos Cement Co. siding in March 1992. Although re-opened in September 2000, this was short-lived with only a couple of tour trains, the odd freight service, plus AK car inspection tours utilising the line before services were again suspended in 2005.

OPERATIONS

Modern readers may find it hard to believe that there were 13 passenger services over the Mudgee line per week in each direction. Six of these services were No's 67/68 daylight railcar services to and from Mudgee which ran Monday to Saturday as connections from No.31 and to No.28 Sydney to Orange and return Central West expresses at Lithgow. Regularly rostered for two-car diesel set NPF634/NTC734, these services were often formed by any available loco and carriages, when the diesel set was unavailable. Of course when the rail cars failed, a loco was usually attached to haul the cars to Lithgow or Orange for attention. The nightly services on the line were much more complicated. After the cars were detached from Dubbo bound No.71 pass at Wallerawang, No.33 pass terminated at Mudgee on Sunday mornings. The other six mornings the train arrived at Mudgee as No.63 Mail from Sydney with the train terminating on Tuesdays and Thursdays but continuing through to Binnaway or

Coonabarabran on the other four days. In the opposite direction, No.16 pass departed on Sunday as a through service to Sydney at 2215hrs. No.54 Mail from Binnaway passed through Mudgee on Tuesday, Wednesday and Saturday nights whilst on Mondays and Fridays No.54 started its journey from Mudgee. Thursday night was unusual as the train departed for Wallerawang one hour earlier than the 2225hrs departure for No.54 as No.18 mixed. The carriages that arrived at Mudgee on Tuesday mornings on No.63 formed No.54 on Friday nights whilst No.54 from Binnaway on Saturdays arrived at Mudgee with the carriages from No.63 that morning plus the cars from No.63 the previous morning. One set of the carriages was then detached on Saturday nights to form No.54 on Mondays. The majority of these services even included a TAM, EAM, KAM or MAM full sleeping car. Those entire pass services were rostered for one branchline diesel loco but on occasion the load was taxing indeed. An example of this was No.63 for Binnaway that arrived at Mudgee on Friday 11 May 1973 as 4709 hauling a load consisting of a MLV (bulk loading freight), FS, CR, MCE, TAM, ACM, MHO, EHO. This would have been in excess of 300 tonnes whilst the full goods load from Lithgow for this loco was only 410 tonnes. As for comparing the passenger services of this era to today, there is of course no comparison. There are no regular passenger services on the branch line at this time. Passenger services north of Mudgee were replaced by bus services based at Dubbo from 22 September 1975, whilst No's 67 and 68 daylight services from and to Lithgow (by this time being worked by a 3-car Deb set comprising HPF957/TCR861/PF909) ceased on 30 November 1985.

The freight services were of two kinds in the 1970's. The majority was traffic, mainly outwards, generated on the line itself. The remainder was traffic passing through to and from the Binnaway-Gwabegar area, in particular bulk loading inwards and timber products outwards. Therefore most of the services from Lithgow terminated at Portland, Kandos or Mudgee before forming a later return service. Before mentioning the regular train programme applicable to this branch line, the loads applicable to the locos used are as follows. Mainline locos from Wallerawang to Mudgee could haul 615 tonnes and a branchline loco was limited to 410 tonnes, with both tonnages being for both down and up journeys. North of Mudgee, the load for a branchline loco to Merrygoen was 550 tonnes but if a member of the 47 class was rostered, the Mechanical Branch had no trouble in increasing that to 600 tonnes. The load for a branchline loco from Merrygoen to Mudgee was, from memory, 615 tonnes. At the time of my arrival in the district the Mechanical Branch had issued a decree that when a mainline and branchline loco ran in multiple, the maximum load was to be 100% for the former plus only 50% of the latter loco's permissible load. That meant a train on this branch with this combination could only haul 615 tonnes for the mainline loco plus 205 tonnes for the branchline loco. This was popular with the Traffic branch as it meant that this loco combination could only haul the same load as two branchline locos i.e.: 820 tonnes. The Traffic Branch was able to have this restriction altered around 1973 allowing the two locos to haul 100% of the mainline loco tonnage plus 50% of a mainline loco, increasing the load to 915 tonnes. These restrictions were as a result of damage incurred to branchline loco traction motors when working in multiple with mainline locos due to the fact that the two loco types developed their maximum power at different speeds.

Mudgee was served by six regular goods services per week, with No.559 on Tuesday-Saturday being the bulk loading train from Darling Harbour whilst No.17 arrived on Monday mornings. A second train (No.5), usually arrived at Mudgee on Thursdays and Saturdays. Traffic for stations north of Mudgee departed on No.51 to Binnaway on Tuesdays and Thursdays at 1330hrs and at 1630hrs on Saturdays. The return service from Binnaway was No.40 that departed early on Monday, Wednesday and Friday mornings.

48105/4917 are at the head of No.6 Mudgee-Lithgow goods as they come off the Cudgegong River Bridge near Rylstone's Up Home signal on Wednesday 8 November 1972. Two more S trucks were attached to the train in Rylstone yard. 4917 is still running today, as CFCLA's KL82 while 48105, although owned by Pacific National, is stored at Werris Creek.

After detaching 14 empty BRH cement wagons at the Kandos Cement Co. siding a very short No.17 goods from Lithgow to Mudgee passes the town of Kandos consisting of a single S truck of sleepers plus GHG brake-van behind 4481 on Monday 13 November 1972.

An interesting feature of this train was that on Wednesdays and Fridays, No.40 would stable at Craboon before the loco(s) worked No's 11/12 out to Coolah and return. On the return to Craboon, No's 40 and 12 were then amalgamated before heading to Mudgee as No.40/12. The regular freight from Mudgee to Lithgow was No.6 that normally departed at 1440hrs on Mondays-Thursdays and Saturdays. The most important traffic on this train was refrigerated meat from the nearby Cudgegong Abattoirs, for delivery in Sydney the next morning. The wagons were usually taken the seven kilometres to and from the abattoirs by the loco off No.559 goods as a shunting trip. This loco then normally worked No.6 back to Lithgow that afternoon. An example of this was on 8 May 1973 when 4497 took one OCX and one GME container wagon (with an MHG brake-van) to the abattoir, later returning with three loaded TRC wagons and the van. On Wednesdays, the traffic off No.40/12 continued to Lithgow as either No.12 or No.42 around 1700hrs or, if running very late, as No.80 at varying times that evening. As there was no time-sensitive traffic to depart south from Mudgee on Fridays, No.6 did not run, with the traffic off No's 40/12 forming No.42 for Lithgow at 1700hrs. There were a number of sidings north of Mudgee including Munna, Warrobil, Puggoon, Tallawang and Birriwa that loaded various minerals in S trucks. As well as being shunted by the normal through services to and from Binnaway, No's 31/32 often ran from Mudgee to these sidings and return as a local trip on Tuesdays and Thursdays utilising the loco that had earlier arrived on the terminating No.63 Mail.

Due to the amount of cement traffic being loaded on weekdays, and to a lesser extent on Saturdays, the line was quite busy. Just concentrating on weekdays, No.17 departed Lithgow for Mudgee on Monday mornings at 0200hrs, shunting as required on the way. Tuesday-Saturday saw the previously mentioned No.559 depart Lithgow at 0412hrs with traffic for the Kandos Cement Co. and points north usually only conveyed on this train. Bulk loading from Darling Harbour was detached at Kandos public siding on Wednesdays and Fridays and at Rylstone on Tuesdays, Thursdays and Saturdays. The cement trains then commenced with No.3 departing Lithgow at 0445hrs on Monday-Friday, shunting as required on the way to Kandos including detaching bulk loading at Portland and Capertee. This service formed No.4 which was required to arrive back at Lithgow by around 1500hrs so that the cement traffic could receive transit east from Lithgow on No.520 goods at 1820hrs that evening and still give enough time for the traffic to be shunted onto the appropriate trip trains at Enfield for places such as Cooks River and Dulwich Hill. It is worth mentioning that it was an unwritten rule (agreed by the Assistant District Superintendent at Lithgow) that it was not necessary to ask permission to block No.67 Mudgee passenger for anything up to 20 minutes (usually at Brogan's Creek or Excelsior) to advance No.4's run to Lithgow. The 20 minute delay was easily made up by the time the return No.68 arrived back at Lithgow to connect with the Central West Express for Sydney that evening. The next Kandos-bound train was No.7 which departed Lithgow at 1107hrs, followed by No.175 at 1427hrs, with these trains returning as No's 8 and 176 respectively. The latter service ran on most weekdays but to be honest this was usually due to insufficient loco power being available for No.7. The next train to depart Lithgow was No.115 to Portland at 1457hrs, returning as No.116. It was quite common for No.116 to take loading to Piper's Flat before returning to Portland engine and van to collect the rest of the train. This was due to the 1:50 grade immediately south of Portland compared to the ruling grade of 1:75 from there to Lithgow. On odd occasions No. 115 was extended to either Cullen Bullen or Capertee, as required. Whenever sufficient loco power could not be provided for No.7 and locos weren't available to work No. 175, No.13 goods would depart Lithgow at 1631hrs for Kandos, returning as No.14 the next morning. This was a last resort as

48103 is crossing the Cudgegong River Bridge at Rylstone working No.12 goods from Mudgee to Lithgow on Wednesday 15 November 1972. S trucks of coal loaded at Gulgong from the Ulan coal mine trundle along behind the empty BP fuel tanker.

it automatically meant that the bulk cement for No.532 Clyde and No.534 Blacktown goods the next morning from Lithgow would arrive late. The final train to Kandos was No.537 that departed at 2240hrs on Monday-Thursday nights, returning as No.258 the next morning with any loading left over or sometimes just engine and van. When no loco was available to work No.537 it was normal for No.17 to depart Lithgow for Kandos around 0200hrs the next morning. No's 17/16 to Kandos and No's 115/116 to Portland were also fairly regular runners from and to Lithgow on Saturdays.

The regular commodities received and despatched on the line between Wallerawang and Mudgee were:

- Portland received bulk loading and gypsum and consigned cement and general goods,
- Cullen Bullen consigned coal in S trucks and some wool,
- Capertee received bulk loading and consigned general traffic including wool and livestock,
- Clandulla received small consignments of fertiliser,
- Charbon and Kandos Cement Co. sidings received gypsum and consigned large quantities of cement,
- Kandos Public siding received bulk loading and consigned general loading,
- Rylstone received bulk loading, bitumen and general traffic and consigned S trucks of bagged minerals plus general traffic including wool and livestock.

In addition, a siding at Mt Knowles between Lue and Mudgee also consigned minerals in S trucks, but as this siding could only be shunted by a train in the down direction all such loadings were first brought to Mudgee for subsequent haulage back to Lithgow. In addition, all three cement works (Portland, Charbon and Kandos) regularly received S trucks loaded with new and repaired tarpaulins from the tarpaulin factory situated on the Up mainline adjacent to the old Enfield South signal-box. These were used to cover the wagons of bagged cement. Small items of bulk loading were known as "out-ofs" with Kandos, Rylstone and Mudgee receiving theirs directly from the brake-van on No.559 goods from Darling Harbour. This van would then normally continue to Binnaway with "out-ofs" on the appropriate days at the rear of No.51 goods. "Out-ofs" for Portland, Cullen Bullen, Capertee and Clandulla were transhipped from No.559's brake-van to No.3's brake-van at Wallerawang on Tuesday-Friday mornings.

An unusual working involving fertiliser at Clandulla occurred on 3 January 1973. Five loaded S trucks had earlier been detached at Kandos Cement Co. from a previous train so when 4482 arrived working No.7 from Lithgow engine and van, the five wagons were then attached and hauled back to Clandulla as No.8 "special" goods. An empty K wagon plus 4 empty S trucks were then taken to Charbon as No.7 "special" goods, with these five wagons being replaced by nine loaded S trucks of cement before the train arrived back at Kandos to work No.8 goods to Lithgow.

If insufficient loco power was provided to move all the cement on any given day, it was normal for general or less time-sensitive traffic to be detached from No.6 Mudgee-Lithgow goods at Kandos Cement siding to make room. The detached loading would then head to Lithgow on No.258 goods the next morning which otherwise would return as engine and van after placing the empty wagons off No.537. I must add that preference was definitely given to Kandos with regards to wagon allocation. They received what they ordered whilst whatever was left over was divided between Portland and Charbon to load. One contributing factor to this was that Kandos only loaded what they ordered whereas if either of the other two locations were over supplied with empty wagons they loaded everything. This was certainly frowned on by "the powers that be" the next day when you had to explain why traffic had been left behind due to insufficient loco power being provided. Mudgee, Gulgong and Dunedoo all received petroleum products and, along with Craboon, received bulk loading from Darling Harbour.

All four locations consigned general loading, including minerals, wool and livestock.

Today, of course, there are only two types of "block" traffic on the now truncated line. Monday-Friday sees No's 1721/7122 cement service from and to Clyde, whilst export coal trains are loaded on an almost daily basis at Baal Bone, Airly and Charbon balloon loops. It is worth mentioning that back in the 1970's the biggest trains on the line were a maximum of 1840 tonnes hauled by three mainline diesels whilst the coal trains of today can be up to 4500 tonnes, hauled by 4/82 class or similar locos.

All services on the Wallerawang-Cudgegong Abattoirs section of the Merrygoen branch line were worked by members of the 44, 45, 47, 48 or 49 loco classes whilst only the latter three branchline classes were authorised to run north of that point near Mudgee to Merrygoen. It is worth reporting that the first member of the 47 class to venture to Mudgee (for crew training purposes) was 4705. On both 20/21 November 1972, this loco arrived at Mudgee working No.63 Mail from Lithgow as lead loco. On the former afternoon it combined with 4495 to work No.6 goods back to Lithgow whilst on the following afternoon it assisted 4486 to work this train.

Monday 11 December 1972, was a busy day in the Kandos-Rylstone area with the following trains being noted. Firstly 14/BRH, 1/ARH, 1/ARX, 1/PRH and 2/S trucks were detached from No.17 Lithgow to Mudgee goods being worked by 4473 at Kandos cement works. This was followed by the unusual working of a No.15 goods from Lithgow to Rylstone worked by 4482 which detached 4/PCT, 2/HCA, 2/ARX, 5/BRH and 7/S trucks at Charbon cement works and a SHCX, 1/LBH and 9/S trucks at Kandos cement works. No.3 goods with 4495 followed this train from Lithgow and after detaching 5/BRH and 10/S trucks at Charbon, attached 1/HCA, 2/ARX and 3/BRH wagons before terminating at Kandos. 4482 then departed Rylstone working No.16 to Lithgow, attaching 1/ARX and a BRH wagon at Charbon en-route. The next movement was the arrival of 4914 at Kandos cement works running as 4E light engine from Mudgee. This loco was then attached to 4495 to work No.4 goods to Lithgow. No's 67 and 68 Mudgee pass were the next two trains to pass Kandos and on this occasion the trains consisted of 4906 hauling an MCE composite car plus GHG 31063 goods brake-van. Later that afternoon No.8 goods from Kandos with 4492/44100/4480 attached 2/PCT, 1/HCA, 1/ARX and 7/BRH wagons at Charbon en-route to Lithgow.

One of the duties of the afternoon shift A.S.M. at Mudgee was to "take the yard" around 1700hrs and advise "Control" of all wagon particulars on hand, including all brake-vans and livestock wagons. On the third last shift I was to work at this location on 4 June 1973, I set off down the yard to do my duty. 4917 had earlier arrived on the goods from Binnaway, but it had been replaced by 4701 and 4711 for the run to Lithgow by the time I set off. After passing the train I turned around to take another look and saw a fantastic glint as the train sat beside the loco shed. What any other staff member thought when they saw the A.S.M. running back to the station to collect his camera I'm not sure. To maximise my chances of getting the shot before No.42 departed I jumped in my car to get in position quickly. Mission accomplished I was surprised to receive a call from "Engine Control" in Sydney that night. The opening line from the caller was "I know this is probably a silly question but by any chance would you happen to know the order of the two locos on No.42 and which way they were facing on departure". Evidently if the rear loco was "long-end leading" the intention was to run it continuous from the new yard at Lithgow straight back to the new station to work

On only the second occasion a 47 class unit visited Mudgee, here we see brand new 4705 and 4486 working a lengthy No.6 Mudgee-Lithgow goods dropping down from Clandulla on Tuesday 21 November 1972. The S and K trucks of timber were loaded in the Gwabegar area whilst the workman's van (the train's second last vehicle) was W462x Safety Training Car, which started life as end platform passenger car FA1012 in 1900.

No.63 Mail back to Mudgee the next morning. That was his lucky day, but as the locos were both facing south plan B (or C) was put into play instead, with 4705 arriving the next morning working No.63 Mail.

STAFFING:

This is another subject with which there is no comparison between the two eras as there is no staff (except for drivers based at Mudgee for Ulan area coal train services) between Wallerawang and Merrygoen at the present time. Along with Drivers and Guards at Mudgee, the following stations were manned by safe-working staff in the late 1972 to early 1974 period: Portland, Cullen Bullen, Capertee, Clandulla, Kandos (including the cement works separately), Rylstone, Mudgee, Gulgong, Craboon and Dunedoo. The junction station of Merrygoen was part of the Orange district. Piper's Flat and Lue had only become unattended stations just before my arrival in the area.

SAFE-WORKING:

Due to the amount of traffic south of Mudgee, electric staff working was in use all the way from Wallerawang West to this location back in the early 1970's, with ordinary Staff and Ticket then being used to Merrygoen. The staff stations were located at Portland, Cullen Bullen, Ben Bullen, Capertee, Excelsior, Brogan's Creek, Clandulla, Rylstone (with an intermediate instrument at Kandos Cement Co. siding), Lue, Mudgee, Gulgong, Craboon and Dunedoo. It is worth noting that the crossing loops at Ben Bullen and Excelsior were of the "automatic" type with approach-activated upper quadrant signals. Brogan's Creek also had approach-cleared home signals but was also different in that it was not a main and loop line but a down and up loop. There was a "signal-box" at both ends of the crossing loop and trains were only permitted to run through on the correct loop, i.e.: down or up.

With the line now truncated at the Kandos Cement Co. siding the safe-working locations after departing Wallerawang West are: Baal Bone Junction (for the coal balloon loop), Airly Junction (again for a coal balloon loop), Clandulla and the terminus at the Kandos Cement Co. The safe-working systems now in use are: Rail Vehicle Detection (track circuited) between Wallerawang and Baal Bone Junction, Ordinary Train Staff and Ticket to Airly Junction, Ordinary Staff and Ticket to Clandulla and finally Electric Staff to Kandos (with an intermediate staff instrument at Charbon coal balloon loop). It is fair to say that Rail Vehicle Detection is the ARTC name for automatic signalling, whether single or double line.

ANECDOTES:

As previously mentioned, working on this branch line was most interesting and, of course, educational, especially if learning by ones mistakes is taken into account.

My first back-shift learning experience at Rylstone took place from late on Monday 6 November 1972. After departing Sydney by car that night I managed to get a puncture in the Rouse Hill area in western Sydney, in a thunderstorm. After realising that if I didn't attend to the problem quickly I would spend up to nine hours at Rylstone I would only see one train, as I would miss No.54 up Mudgee Mail. I couldn't have that. Suffice to say that on arrival at Rylstone approximately 30 minutes late around midnight, I was greeted with the 1970's version of "where the hell have you been", albeit not quite so politely?

The Electric Staff safe-working instruments had failed between Rylstone and Clandulla and I had in my absence been turned into the pilotman. By the time I finished duty 13 ½ hours later I had managed a number of cab rides. The first of these was in 4910 to Clandulla on No.54 Mail, followed by 44100 on No.537 goods to Kandos Cement Co. siding and the return No.258 back to Clandulla, shunting Charbon en-route. I must confess that No.258 goods departed Kandos as 44100/MHG brake-van/12 empty/BRH and 2/empty ARX cement wagons. This method of operation was a "local" decision to save time and therefore hopefully not block No.63 down Mudgee Mail at Clandulla. I next issued a pilotman's ticket for No.63 to depart Clandulla at 0342hrs behind 48105. Another cab ride was next on the agenda when I rode 4496 working No.559 Mudgee goods, shunting at both the Cement Co. and Kandos public siding on the way to Rylstone. The next order of the day was to drive my car back to Clandulla in order to be the pilotman on

In an odd working brought about by a loco failure over the previous weekend 4482 is shown at Charbon cement works working No.15 Lithgow-Rylstone goods on Monday 11 December 1972. After detaching empty cement wagons at both Charbon and the Kandos Cement Co sidings No.15 continued to Rylstone engine and van to collect previously detached wagons to form No.16 back to Lithgow.

Due to the failure of the normally rostered 2-car diesel unit on Monday 11 December 1972, 4906 was called upon to haul a scratch replacement consist of freight brake-van GHG31063 and an MCE composite passenger car. Running as No.68 Mudgee-Lithgow Pass, the train was photographed south of Clandulla.

No.3 goods that was worked by 4917, to Kandos Cement siding. No.3 was followed to the Cement Co. siding by No.51 goods from Lithgow, with 4911 being my cab ride on this occasion. After these last two trips, I returned by car to Clandulla on one occasion and by a fettler's trike on the other. As the pilot working had to be cancelled in the same direction that it was introduced, I drove back to Rylstone to commence this procedure. This, of course entailed another car trip to Clandulla and return for the actual cancellation. I must have been tired by then as I didn't bother to get a shot of 4911/4917 before they departed Kandos with No.4 to Lithgow. I was probably already snoring by then.

I learnt that it was not a very sensible move to upset a driver on my shift at Rylstone on the night of 1/2 December 1972. As soon as I turned up for work that night the station assistant who worked the goods shed on day work asked if he could borrow my car battery to start his mate's car in town. Silly me!

48106 rolled into the station working No.54 Mail (MHO, MCE and ACM) that night and because there were some very heavy items to go into the brake-van and the driver had overshot his stop I was foolish enough to wave the train back a carriage length or two. Whilst the guard was signing for the bank bags with my cherished Parker pen the driver came back to the van and gave us a tongue lashing. Five minutes after the train had departed it was time to start some paperwork. You guessed it, no Parker pen. Oh well, no problem I'll just close the station and drive down to Capertee to retrieve it. Oh Oh!!!!!, no battery in the car. After finding said battery and the station assistant in town I left him in no doubt that he had 10 minutes to get the battery back in my car. This being duly done I set off for Capertee and the look on No.54's Guard's face when I exited the station building to retrieve my pen was worth the trip alone. After a quick chat with the A.S.M., I set off on the return trip to Rylstone, but disaster struck in Murphy's Law proportions. In a very good piece of timing I managed to run out of petrol just as I was passing Clandulla station around 0300hrs. No problem, I'll just leave the car and catch No.63 Mail back to Rylstone and worry about the car after finishing work. To save time I even had the appropriate staff for the section ready when No.63 (2/MLV, MCE, MAM and MHO) hauled by 4916 arrived. But, I had forgotten the driver's roster as the Mudgee crew that had worked No.54 as far as Portland hours earlier had swapped over with the Lithgow crew on No.63 down Mail. Yes, it was the same driver, although his young friendly assistant was actually "steering" at the time. Not many words were spoken until such time as we sighted the down Home signal at Rylstone, which SOME-ONE had forgotten to clear before departing by car earlier. The fireman enquired of the taciturn driver whether he should head into the platform against the signal at stop. The Driver simply looked at me and then said one unwelcome word, NO! Just what I needed, a 300-400 hundred yard run along the sleepers at 0400hrs using the loco headlight to see where I was going so that I hopefully didn't break a leg. It took me a number of attempts to clear the said down Home signal so it was no surprise when the guard enquired about the delay as the train was pulling out. A very quick explanation elicited the, well received, reply "no worries, we'll be on time at Mudgee".

The 2 January 1973 was my first shift acting as the afternoon shift Kandos A.S.M. Whilst shunting the nearby Charbon cement works with No.6 Mudgee to Lithgow goods behind 4495/4908, and in an attempt to make the next morning's shunt much easier for my counterpart, I managed to derail an empty S truck on the scotch-block at the north end of the yard. As this did not hinder any further shunting with No.6 or block the main line the Mudgee guard was given the offending wagon number on a piece of paper and told that if he did not hear anything more about it when signing off at Lithgow he was to swallow the piece of paper and forget all about it. Fortunately the A.S.M. I had learnt the job from (Stan Paxton) who lived in the old gate-keeper's house near the Kandos cement sidings had previously worked at Charbon cement works. With the use of a borrowed backhoe and a pinch bar the problem was soon resolved.

A magic time indeed!

CLOSURE OF KANDOS CEMENT CO.

It seems timely to mention here that Cement Australia (at the time under review the company was known as APCL or Australian Portland Cement Ltd) has announced the closure of the last non coal loading (or unloading) point on this now truncated branch-line to take effect around the end of 2011. The only regular trains now plying this line, load coal at either of the Baal Bone, Airly or Charbon balloon loops.

The strangely marshalled combination of 4914 No.2 end leading followed by back-to-back 4905 and 4710 are shunting No.8 goods from the Kandos Cement Co. siding to Lithgow at Charbon on Friday 15 December 1972.

Right on sunset 48119 has crossed the Cudgegong River Bridge approaching Rylstone working No.12 Mudgee-Lithgow goods on Friday 15 December 1972. On this occasion, passenger brake-van EHO1825 was bringing up the rear of the train.

Whilst working No.8 goods from the Kandos Cement Company's siding to Lithgow on Monday 11 December 1972, 4492/44100/4480 are shown attaching eleven bogie wagons of cement at Charbon.

Crossing the magnificent trestle just south of Mudgee, 4498 is hauling the consist of EHO, FL, MCE deputising for the 2 car diesel set as No.67 Pass from Lithgow on Monday 28 May 1973.

The driver can be seen having a close look at the hook coupling to the first car from 4908 working No.68 Pass to Lithgow over the trestle south of Mudgee on Tuesday 29 May 1973.

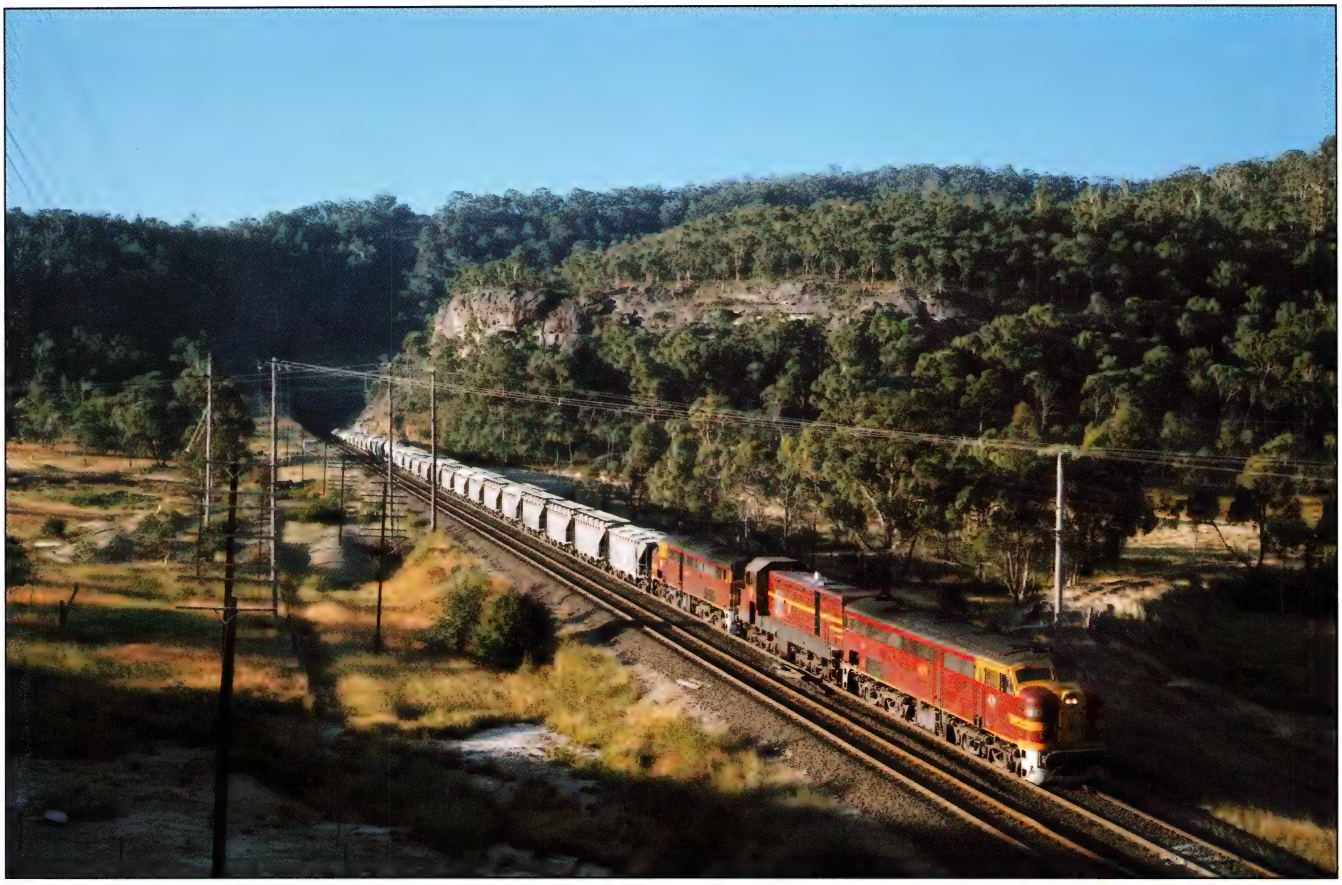
With a few minutes of low winter's sun left, 4701/4711 are standing beside the loco shed ready to depart Mudgee with a healthy looking No.42 goods to Lithgow on Monday 4 June 1973.

4497/4476 are about to detach the leading CPC "banana" cement wagon at Portland from No.175 goods from Lithgow to the Kandos Cement Co. siding on Tuesday 17 July 1973. Two items in the photograph are of note. First, there were only two of the privately owned pneumatically unloaded CPC cement wagons in service, constructed to load cement at Portland and Charbon and secondly, the 5/BCH hoppers to be detached at Cullen Bullen to load coal.

With a decidedly different sized train to ones operating from Kandos today, 48135 is hauling 5/BRH/HRH cement wagons plus a KHG brake-van as No.4 goods from the Kandos Cement Co. siding to Lithgow descends from Ben Bullen on Friday 14 September 1973. A further BRH plus two S trucks of additional cement traffic were later attached at Portland.

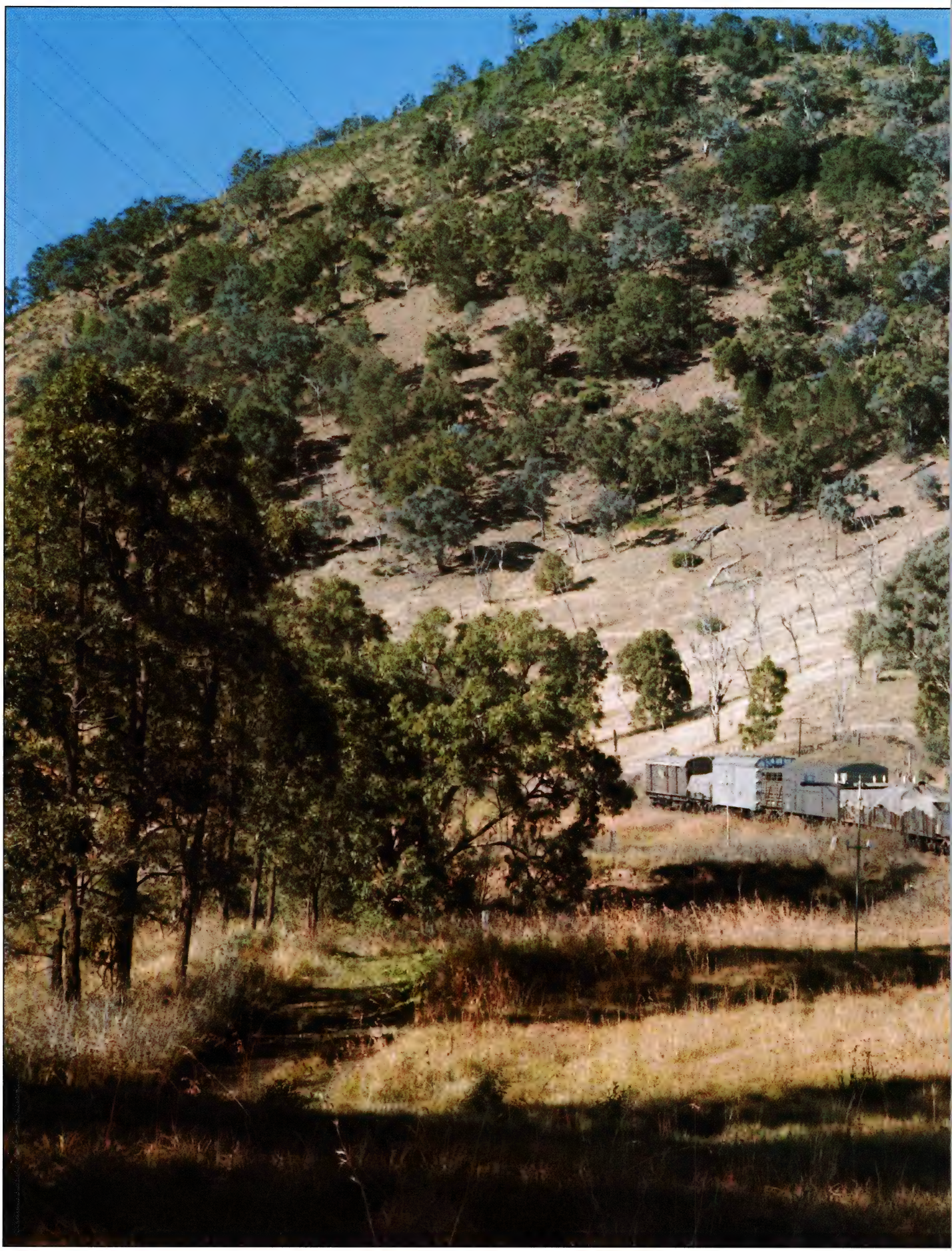
Failures of two car diesel sets were not uncommon and usually produced interesting replacement trains. On this occasion, the two-car diesel had failed at Cowra and 4702 arrived at Lithgow hauling the HCX and FL cars as No.86 Passenger on Friday 28 December 1973. An EHO brake-van and an MCE carriage were attached and 4487 then worked the consist as No.67 Pass to Mudgee. For the return to Lithgow, a further EHO was attached to produce the No.68 Mudgee-Lithgow Pass illustrated between Portland and Wallerawang West that afternoon.

4707 working No.4 goods from Kandos Cement Sdg has attached 4/S trucks of coal at Cullen Bullen on its way to Lithgow on Monday 14 January 1974. No.4 is seen overtaking 4711 working W2 special goods from Bathurst which had previously propelled from this location at Marrangaroo to the terminus of the Commonwealth Branch to spray poison over the entire length of track. This is the rear portion of W2 as 4711 had earlier been required to haul the leading 5/K trucks of loco ash to Lithgow separately after wheel slip problems caused the train to stall on the branch line with the full load.

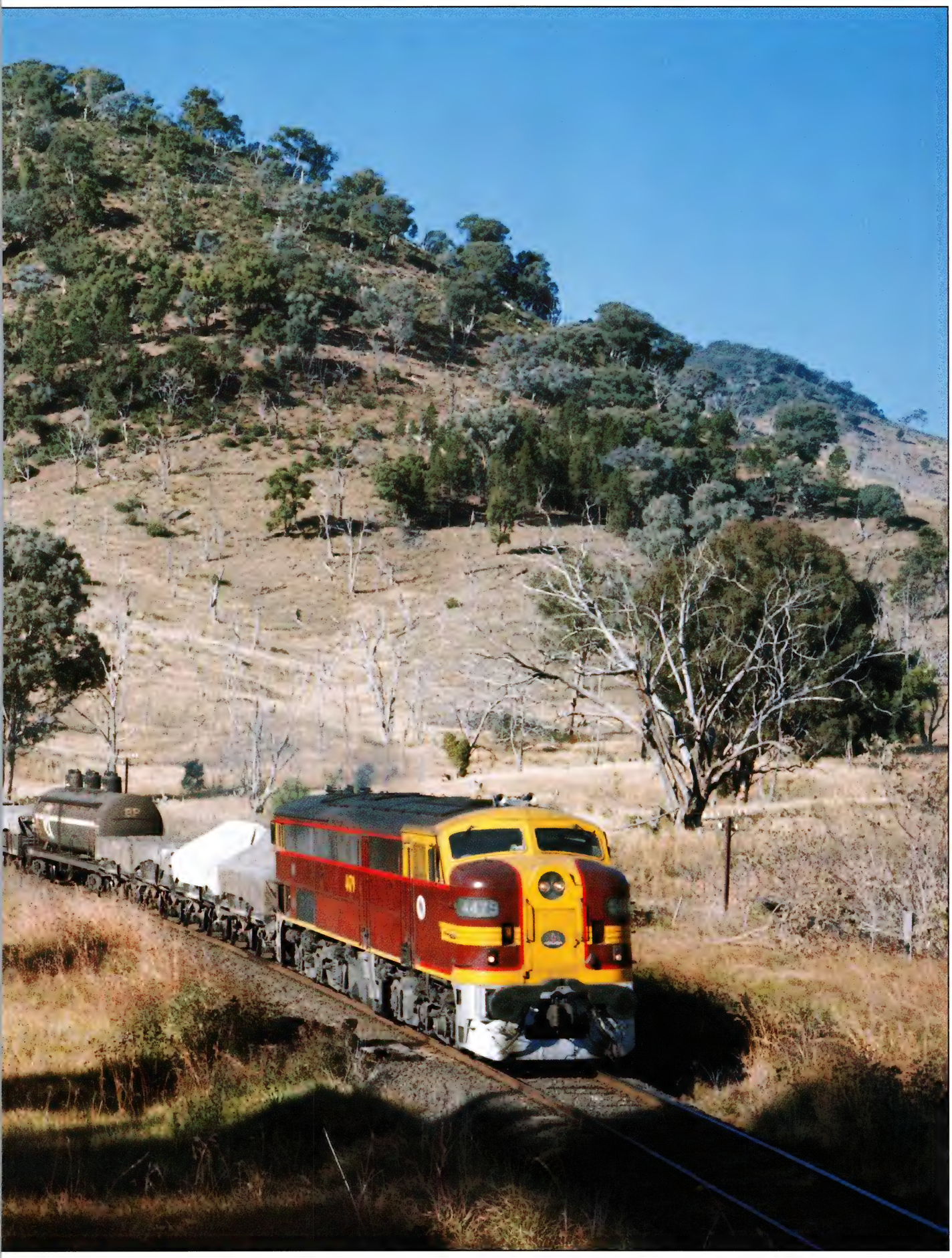


With a very long No.8 goods from the Kandos Cement Co. siding to Lithgow in tow, 4475/4904/4494 were dropping down from Marrangaroo Tunnel to the Great Western Highway overbridge on Thursday 28 February 1974. It is clear from the size of the train that No.8 had attached additional cement traffic at Portland on this occasion. Of the trio, only 4904 is still running today, as SSR's 4904.

4914 has detached a number of K trucks from No.115 Lithgow-Portland goods to shunt into the Newbold's siding at Marrangaroo on Monday 30 October 1972. In a scene frowned upon today, the guard can be seen riding on the rear wagon.



Ah, what varied freight trains plied the tracks of NSW in the 1970's. A then typical but wonderfully assorted collection of bulk loading in a mixture of four-wheeled and bogie wagons formed No.559 goods from Lithgow to Mudgee on Wednesday 6 June 1973. The train is seen near Mt. Frome, 10 kilometres from its destination behind 4479 with that hallmark of a western region 44 class, a silver pilot.



INS AND OUTS

NEW LOCOMOTIVES

BHP Billiton Iron Ore
New order placed for 18 SD70ACe for delivery May 2012

Fortescue Metals Group
904 – trial run 17/6/11

Pacific National (QLD narrow gauge)
8321 – built by Downer Rail, Maryborough – delivered 13/5/11
8323 – built by Downer Rail, Maryborough – delivered 28/6/11
8324 – built by Downer Rail, Maryborough – delivered 28/6/11

QR National (QLD & WA narrow gauge)
ACN4147 – ex 4147 – ex Redbank
– moved by road to Forrestfield, WA – arrived 5/7/11
ACN4148 – ex 4148 – ex Redbank
– moved by road to Forrestfield, WA – arrived 5/7/11
4149 – built by Downer Rail, Maryborough
– commenced mainline testing 7/6/11
– to Redbank for WA mods 17/6/11

QR National (NSW & WA standard gauge)
5035 – built UGL Rail; Broadmeadow NSW
– delivered 20/5/11
5036 – built UGL Rail; Chullora & Broadmeadow NSW
– light engine trial 22/6/11 – not yet delivered
5037 – built UGL Rail; Chullora & Broadmeadow NSW
– light engine trial 22/6/11 – not yet delivered

Rio Tinto Iron Ore
8157 – built GE, Erie, USA – delivered date unknown
8158 – built GE, Erie, USA – delivered date unknown
8159 – built GE, Erie, USA – delivered date unknown
8160 – built GE, Erie, USA – delivered 31/5/11
8161 – built GE, Erie, USA – delivered 31/5/11
8162 – built GE, Erie, USA – delivered 31/5/11
8163 – built GE, Erie, USA – delivered 31/5/11
8164 – built GE, Erie, USA – delivered 31/5/11
8165 – built GE, Erie, USA – delivered 31/5/11
NOTE: 8157-8165 GE build # 60221-60229

LOCOMOTIVE REBUILDS/ CONVERSIONS

El Zorro Generating Solutions
T333 – leased from Seymour Railway Heritage Centre
– converted broad gauge to standard gauge – 7/6/11

Pacific National (standard gauge)
G531 – converted standard gauge to broad gauge 6/7/11
– transferred to Downer Rail Newport for CCO
S307 – converted broad gauge to standard gauge – 28/6/11

V/Line Passenger
P13 – converted from broad gauge to standard gauge; released 6/6/11
N470 – converted from broad gauge to standard gauge;
released 20/6/11

LOCOMOTIVE REFURBISHMENTS/ OVERHAULS

Genesee & Wyoming Australia
846 – ex Port Augusta shops 9/6/11
– transferred to Whyalla narrow gauge 29/6/11
GrainCorp Rail Operations
48148 – renumbered 48214
– ex Junee Railway Workshops
– released 10/6/11

Pacific National (standard gauge)
8162 – to Dry Creek MPC for CCO
– released 1/6/11. Not repainted.
Moved to Chullora for PN repaint

QR National (QLD & WA narrow gauge)
2192F – CCO RACS Redbank, QLD – released 13/4/11
– QR National livery
2311D – CCO RACS Redbank, QLD – released 12/5/11
– QR National livery
2330D – CCO RACS Redbank, QLD – released 20/6/11
– QR National livery
DFZ2402 – ex QR National 2349 – overhauled & repainted
QR National livery – released 24/5/11

QR National (NSW & WA standard gauge)
5001 – overhaul and new logos fitted – early July
5002 – overhaul and new logos fitted – May
5009 – overhaul and new logos fitted – June

LOCOMOTIVE MAJOR WORK

Engenco [formally Coote Industrial & Greentrains
48s35 – overhaul completed at Islington; released 23/5/11
– transferred to NSW 25/6/11
442s6 - ex repairs Gemco East 19/7/11

Pacific National (QLD narrow gauge)
8314 – ex derailment repairs
– ex Downer Rail, Maryborough – 17/6/11

QR National (QLD & WA narrow gauge)
2608 – ex Redbank – 15/6/11

LOCOMOTIVE REPAINTS

Pacific National (standard gauge)
AN1 – repainted into PN 'stars' livery – released 20/5/11
DL41 – repainted into PN livery – released 5/6/11
NR47 – repainted into PN 'stars' livery – released 20/5/11
NR58 – repainted into PN 'stars' livery – released 27/6/11
NR93 – repainted into PN 'stars' livery – released 10/6/11

QR National (QLD & WA narrow gauge)
P2504 – repainted into QRN livery – released mid–May

Tasmanian Railways [TasRail]
2002 – repainted new TasRail livery – released end May.
2010 – repainted new TasRail livery – released early July

V/Line Passenger
P12 – ex Downer Rail, Newport, repaint – released 4/7/11

CFCLA
4904 formerly KL80 repainted SSR livery – released 6/7/11

LOCOMOTIVE SALES/TRANSFERS/ WITHDRAWALS/DISPOSALS

BHP Billiton Iron Ore
4301 – accident damage 28/5/11
– currently awaiting repairs assessment
6070 – accident damage 28/5/11 – written off
– on site stripping of usable parts commenced prior to scrapping
Pacific National (standard gauge)
8011 – transferred Port Kembla to Newcastle – 19/6/11
8025 – transferred to Brisbane – 15/6/11

Pacific National (standard gauge)
8011 – transferred Port Kembla to Newcastle – 19/6/11
8025 – transferred to Brisbane – 15/6/11
8229 – transferred to Leigh Creek coal operations – 7/6/11
8244 – ex Leigh Creek coal operations – 7/6/11
G529 – transferred Rural & Bulk to Northern Coal – early July
G530 – accident [minor damage] at Bomen – 7/6/11
Y110 – ex store Dynon – scrapped Laverton May / June
Y113 – ex store Dynon – scrapped Laverton May / June
Y121 – ex store Dynon – scrapped Laverton May / June
Y138 – ex store Dynon – scrapped Laverton May / June
Y150 – ex store Dynon – scrapped Laverton May / June
NOTE: Y110, Y113, Y121, Y138, & Y150 sold to North Steel Recyclers, Laverton North for scrap.

Tasmanian Railways [TasRail]
ZA4 – to Bell Bay for scrapping – early July
ZB4 – to Bell Bay for scrapping – early July
2126 – to Bell Bay for scrapping – early July
2127 – to Bell Bay for scrapping – early July
2146 – to Bell Bay for scrapping – early July
4588 – to Bell Bay for scrapping – early July

LOCOMOTIVES TO/FROM STORAGE

BHP Billiton Iron Ore
All model SD40–2R out of service by 1/7/11; located as follows:
3078, 3079, 3080, 3086, 3089, 3091, 3092, 3093, 3097 stored / stabled Flashbutt Yard, Bing.
3081, 3087, 3088, 3090, 3094, 3095, 3096 stored Nelson Point
3082, 3083, 3084, 3085 stored Finucane Island

Engenco [formally Coote Industrial & Greentrains]
442s3 – stored at Parkes
48s32 – stored at Parkes

Pacific National (standard gauge)
G520 – ex storage Kooragang Island – returned to Northern Coal – 6/7/11
G523 – ex storage Kooragang Island – transferred to Rural & Bulk – May 2011
G526 – ex storage Kooragang Island – transferred to Rural & Bulk – May 2011 – returned to Northern Coal – 8/7/11
G538 – ex storage Kooragang Island – transferred to Southern Coal – May 2011
G543 – ex storage Kooragang Island – transferred to Southern Coal – May 2011

QR National (QLD & WA narrow gauge)
2100H – stored Redbank – 9/5/11
2123F – stored Redbank – 30/5/11
3918 – stowed Gladstone – 18/5/11
3920 – stowed Gladstone – 23/5/11
3924 – stowed Gladstone – 23/5/11
3926 – stowed Gladstone – 18/5/11
NJ1602 – ex store Forrestfield – to overhaul
NJ1605 – ex Forrestfield – released 8/6/11

QR National (NSW & WA standard gauge)
2208 – off hire in NSW 19/5/11 – transferred to WA 29/5/11 – stored 3/6/11 – awaiting overhaul
42109 – moved Broadmeadow to Casino, 24/5/11, for further storage.
42306 – moved Broadmeadow to Casino, 24/5/11, for further storage.
CLF3 – hired to POTA – early July
CLP10 – hired to POTA – mid–May
CLP12 – hired to POTA – mid–May

Updated: 19 July 2011, by Tony Burgess

4904 formerly KL80 prepares to depart Goulburn Workshops after its repaint to SSR colours on Wednesday 6 July 2011.
Image by Graham Cotterall

New South Wales

Diverted from the Illawarra line due to trackwork, LS04 coal from Lidsdale near Wallerawang is hauled by C508/G514/G513 as they wheel southwards near Douglas Park on the Main South on Monday 16 May 2011. Image by Graham Cotterall

METROPOLITAN REPORT

An interesting combination was noted working M221 to the North Sydney area via Hornsby with the train departing Chullora that night as 4486/4473/ train/48122.

All wheels on RL304 and one bogie of 8049 were derailed at Rhodes whilst the locos were working 1511 freight from Port Botany to Narrabri West with 8044 on 11 May.

4827/4819/48s31/T381 worked M462 from Chullora to the Illawarra Jct area via Sydenham on 28 May. DL41 made a number of runs on Intermodal services through Sydney in early June combining with NR95/73 at the head of 6BM4 on 4 June. Four days later it passed through on the way to Acacia Ridge with NR91/86 working 3MB4.

On 29 June, 8145 ran D113/114 from Clyde to the Shell siding at Sandown and return to shunt out some fuel tank wagons that are likely to be heading to Western Australia for further work.

LDP009/LDP006/CLF3/CLP12 arrived at Glenlee at the head of Brisbane bound 7MB7 on 3 July. After the rear two locos were detached they were forwarded to Yennora on 2152 freight before being made available for hire to POTA. 44208/CLF3/CLP12 departed Port Botany working 1443 freight to Walsh Point on 4 July, with the 2/CL Class locos arriving at Port Botany working the return 4144 the next morning and then 1443 back to Walsh Point again that night.

ILLAWARRA REPORT

With the locos on hire from QRN, POTA's 8942 from Goonumbla arrived at Pt Kembla behind CLP10/CLP12 on 6 May. This pair of locos worked all of these three per week containerised ore services for the next fortnight before the previous operation by a single VL class loco returned. GL103 failed at Calwalla whilst working 3998 from Kengol with G535 on 9 May. The front 10 wagons were detached and then hauled to Robertson to be placed in the siding before the locos returned to Calwalla to haul the remaining 21 wagons to Inner Harbour to unload. The now empty train later ran back to Junee as 9397. Two days later G535/48s36/48s34 working 3998 from Kengol attached the 10 wagons at Robertson before the train was unloaded at Inner Harbour and returned to Junee as 9397.

DL Class locos returned to the south coast stone trains from 16 May when 1933/9134 loaded for Cooks River at Dunmore-Shellharbour with 8127/DL44, with the same pair loading 1931/9132 two days later. On 18 May, 9827 for Parkes departed Inner Harbour behind G522/8108/ 8173 whilst the following day 4473 arrived at Calwalla with a railset from Chullora via Moss Vale.

On 1 June, 8105/48127/GPU2/48158 unloaded 3924 from Goolgowi at Inner Harbour with the empty train later departing as 9325 to Junee. M601/ 602 Work train from and to Chullora reversed at Bombo to work around Oak Flats on 7 June with 4819/48s31/KL81/B65. 8146/8004/DL45/DL46/8162 departed Pt Kembla working 9835 to Blayney that evening. 44206/44204 worked M671/672 Work train from Chullora to Dapto and return, working around Kembla Grange on 18 June.

Two days later M641 from Chullora was noted at Dapto marshalled as FL220/B65/T381/ train/48s33/4819. Four operator's locos in four liveries were noted on a work train at Oak Flats on 23 June. On the country end of M641 from Chullora was POTA's 48s33 and SSR's B65 whilst at the Sydney end of the return M642 was PN's 8150 leading RailCorp's 4819.

The diverse combination of 8203/DL42/ C507/G538 departed Inner Harbour working BB73 to Baal Bone on 24 June. Remarkably this combination stayed together for a number of days, being noted working AR77 to Airly on 30 June. Nowra was a very busy on the night of 24 June with 9337 to Narrandera departing behind 8140/X51/48164/ 8167 at 2315hrs and an out-of-course 9537 to Gunnedah departing behind 8142/8149/8180/8143 forty minutes later. NR69/ NR52/8004 departed Pt Kembla working 9227 to Medway Quarry on 25 June. Also on this day L270/8123/8106 arrived at Inner Harbour working 3922 from Cootamundra with L270/8172/8125 later departing on 9825 to Parkes.

SOUTHERN REPORT

With Goulburn being the hub for ARG grain operations (including refuelling and both loco and wagon maintenance) it is normal for the loaded trains to stable there before heading for Inner Harbour via Sydney, the usual two paths used for the departure being around 0630hrs or around 1700hrs. At the time of writing LZ3101/DC2206 and LZ3103 are the preferred locos, with loading sites including Milvale, Bribbaree, Quandialla, Caragabal, Red Bend, Parkes Sub/Terminal, Barellan, Barmedman, Wyalong, Coolamon, Cootamundra and Grong Grong. An example of this was when 3958 loaded at Bribbaree on 4 May with the train stowing at Goulburn that night. LZ3103/DC2206/LZ3101 were then noted passing Bargo at 1035hrs on 6 May on the way to Inner Harbour with this train. Also on this day, 48s34/48s36 loaded 9397/3938 at Kengol for Inner Harbour. After 8161 failed whilst working 3922 from Cootamundra at Coolalie on 8 May with G522, 8119 later ran D922 from Cootamundra to the rear of the train before hauling it back to Yass Jct. After 8119 ran around the train, 3922 continued its journey to Inner Harbour. After 48s34/48s36 again loaded 3998 at Kengol, GL103/G535 took over for the run to Inner Harbour on 8 May. After GL103 failed on this working it arrived back at Junee dead attached on 9397 early on 10 May. Destined for repairs in South Australia, VL351 was attached to 2NP3 from Morandoo to Pt Augusta (NR59/ NR16/2210 dead) at Goulburn on 9 May. On both 10 and 11 May, 4827/48s31 loaded concrete sleepers for Enfield at Braemar.

After a sojourn in Victoria, X46 and X52 returned to N.S.W. when they arrived at Bomen with G530/DL50/ DL43 on 2MC2 on 10 May. The two X class locos were attached to 8158/8167 the next day for the run to Cootamundra. Then on 18 May they were attached to 8158/X51/X45 working 3136 from Barellan to Enfield at Cootamundra making the sight of an 81 class leading 4/X class locos on a train in NSW a unique one.

On 18 May, NR35 failed whilst working 3BM4 with NR28 at Binalong. EL54/60 working 9397 from Inner Harbour to AWB Stockinbingal was called upon to push 3BM4 to Cootamundra from where 8171 was attached for the run south. After 8171 swapped trains with NR48 on 3XW4 for Pt Kembla in Victoria it was returned to Cootamundra the next morning. On 21 May, 8167/8176 working 8928 from Parkes to Inner Harbour broke an auto coupler on the 8th wagon near Gunning with the train then being moved to Goulburn in two portions. Another change to POTA operations took place at Goulburn on this day after 1213 freight from Port Botany arrived behind VL355/VL356/603/4814. Later that night 8242 ore from Goonumbla arrived behind CLP12/10 to stow for 24 hours. By the time both trains had departed the next day 2813 freight to Narromine had CLP10/CLP12/VL355/603 and 2942 ore to Pt Kembla departed behind VL356 while 4814 was left in the back platform road as it was headed for Junee.

LQ3122 finally went for its first run since arriving at Goulburn when it was top and tailed by LZ3101 and LZ3103 working 9359 to Caragabal and Red Bend on 28 May, with the return 3958 being noted at Bargo at 0850hrs the next morning.

Late in the afternoon of Sunday 15 May 2011, G535/48s34 haul El Zorro's 9397 empty grain southwards near Yarra on the Main South. Image by Andrew Rosenbauer

Enroute to Goulburn to stable, veteran ALCo 603 hauls POTA's 1213 freight through wooded country near Bargo on Thursday 26 May 2011. Image by Steve Hall

TM32 from Tahmoor to Inner Harbour passed Bargo at 0745hrs on 6 June as 8235/train/8256/8223. After 9359/3958 was loaded at Quandialla on this day, a reduced load of 28 wagons departed Goulburn for Inner Harbour behind LZ3101/LZ3103 on 7 June.

Due to a broken rail in the Galong area, major delays were experienced by many up services on 8 June. 3998 from Junee (VL352/G535) was later stowed overnight at Goulburn whilst 1PS6 (NR23/NR64/NR72) was noting overtaking both 8926 from Parkes (8167/8113/8183) and 3922 from Stockinbingal (8155/8154) at Yass Jct. Amazingly, 1PS6 later ran over a broken glue-joint north of Breadalbane, which in turn delayed following services.

Also on 8 June, AN6/AN4 arrived at Crisp's Creek working 1221 from Clyde.

On 12 June, 2813 freight from Port Botany arrived at Goulburn behind GL106/8049/8037. LDP007/42105 at the head of 1SM9 Yennora-Melbourne freight attached 14 CHAY 2-pack ballast hopper wagons previously used on the Newstan-NCIG coal workings in Newcastle and hauled them to Melbourne for further use in South Australia.

In possibly it's first "revenue" run 48214 (old 48148) ran as D395 from Junee to Bomen with JRW's 4836 on 16 June to collect G530 which had been damaged in a collision nine days earlier, with all three locos later heading to Junee as D396. Also on this day, 8154 failed at Goulburn whilst working 3922 from Cootamundra to Inner Harbour with 48144/GPU2/48213 and was then replaced by 8156. The combination of 8116/48164/X51 loaded 1329/3130 for Enfield at Caragabal on this day whilst the same locos arrived at Narrandera working 9337 from Nowra four days later.

The ballasting operations had switched to south of Cootamundra by 21 Junee when 3M31/32 unloaded on the way to the Frampton area as 4716/T363/train/4204/4701, with the same operation taking place the following day. All four locos were on the lead on 23 and 25 June when 3M31 departed Cootamundra for Junee, with the ballast being unloaded from the return 3M32. After attention at Cootamundra to return the loco to service LVR's 4702 ran a light engine trial run with S317 and GM10 to Cootamundra North and return on 24 June. Two days later 3M31/32 ran to Junee and return with 4702 leading the other four locos, this being the first train 4702 has worked for around 10 years. 1335 from Enfield arrived at Cootamundra behind 8126/L270/8183/4854/8151 on 24 June, with the rear two locos later heading to Barellan to load the return 3136.

Also on 26 June, 9397 departed Junee for ABA Goolgowi behind G535/EL54/4836/4814, with the lead two locos later being detached at Murrami. The return 3998 arrived back at Junee at 0845hrs on 28 June behind all four locos with the EL/G class locos departing for Inner Harbour at 2155hrs that night.

A very unusual cross took place at Wyalong Central on 27 June after LZ3101/LQ3122/LZ3103 arrived working 9359 empty grain from Inner Harbour after detaching some wagons at Barmedman en-route. In the opposite direction EL Zorro's 3992 from AWB Wyalong to Inner Harbour then passed 9359 behind GL103/VL352. This would most likely be the first time 5/3000hp locos have been at this location at the same time. There was no sign of the AN Class locos normally rostered for this service when 2122 departed Crisp's Creek for Clyde behind 8105/48153/ 8104 on 29 June.

9397 for ABA Goolgowi again departed Junee, this time on 30 June behind EL60/G535/4836/4814, with the lead two locos again being detached at Murrami. They were attached to the return 3998 that night.

The unusual combination of DL50/4836/4814 arrived at Griffith working 2MC2 from Junee on 5 July. All three locos then worked 3392/91 to Leeton and return before heading back to Junee working 3CM3

that afternoon. 8104/48214/GPU1/8131 departed Bomen hauling another load of concrete sleepers as 8M55 to Goobang Jct the next day.

4904 (formerly KL80 and now in SSR livery), ran D178 from Goulburn to Chullora on 6 July. To start another ballast programme, 3M32 departed Cootamundra for Yass Jct, unloading at Rocky Ponds on the way, behind the all LVR combination of 4702/4716/4204/4701 on 6 July. From the next day the regular working was for the train to run from Yass Jct to the Rocky Ponds area and return as 3M31/32 marshalled as 4701/4204/ train/4716/4702.

Due to problems on the Blue Mountains a diverted 8938 from Manildra arrived at Cootamundra early on 7 July behind 48104/ X36/ 48108. It is most unusual to see 48 class and, in particular X class locos hauling the 100t MGFH Manildra flour wagons, with 17 of them forming the load. At 0530hrs that morning 8938 continued its run to Nowra behind 8116/8103. Later that morning 48108/X36/48104 departed Cootamundra working 3329 to Milvale to load 3930, with 8128/48155/48144 taking over for the run to Nowra at Cootamundra that evening. The three locos returned to Parkes with 8125/8151 on 9825 from Cootamundra on 8 July.

Unusual bedfellows T383/1874 work 8M24 ballast over Stephens Creek near Broken Hill as the photographer and his wife boil the billy under a tree on Friday 24 June 2011. Image by Roger Currie

WESTERN REPORT

On 6 May, KL81/T363/KL82 worked 8M21/22 ballast from Dubbo to Cobar and return whilst for the first time on this service CLP10/12 arrived at Goonumbla working 9841 ore from Goulburn the next day, before later returning to Goulburn working 8242 ore.

POTA has continued ballasting further east from Broken Hill as the concrete re-sleepering progresses, with 4908/442s5 being the steeds on 8 May although T383 replaced 4908 two days later. For a couple of weeks from 11 May, GWA's 2210 were hired for these almost daily services. 2210 arrived at Broken Hill on 2NP3 from Morandoo (NR59/ NR16/VL351 dead) the previous day.

Due to the failure of KL81 for 8M20/21 Dubbo to Orange and return ballast the train ran with a reduced load on 10 May behind B65/T363/KL82. After FL220 arrived at Dubbo light engine from Chullora to replace KL81 it assisted the other three locos on a similar 8M20/ 21 two days later.

After GL107/1445/1427/1434 had departed Dubbo at the head of 8164 freight on 12 June, trouble developed at Wellington when the front auto-coupler on 1427 was pulled out. After it was placed in the lead and 1445 and nine wagons were detached, the train continued its journey to Botany. The detached loco and wagons departed Wellington for Botany at 1350hrs the next afternoon as T164.

The final ballast train in this programme departed Dubbo as 8M20/21 to Parkes on 14 May, unloading in the Bumberry area behind FL220/B65/T363/KL82/KL81 (dead). After FL220 ran around the train to again lead, the train ran empty to Carrington via Lithgow that afternoon.

After DL44/45/46 were transferred from Southern Coal to Rural & Bulk and 8170 was detached at Kelso, 9835 empty ore from Pt Kembla arrived at Blayney behind 8146/ DL45/DL46 on 16 May. It was the turn of 2210/T383 to work 8M24/25 Broken Hill to Kinalung and return ballasts on this day and again on 20 May.

8837 departed Parkes for Gular behind 48211/48138/L270 on 19 May with the rear loco later being detached at Talbragar. Early the next morning 8829 for Armatree departed Parkes behind the unusual combination of G522/4503/48206/4897/48100 with the front two locos later being detached at Narromine. 8838 grain from Gular to Parkes with 48138/48211 attached L270 at Talbragar and 4503 at Narromine whilst G522 later departed for Morandoo working 8436 ore from Cobar with BL26.

At 0705hrs on 21 May, X45/X51 passed Bullaburra working 8134 from AWB Narwonah to Enfield. Also on that morning 48165/48156

Ascending the grade to Morrison's Hill, 4701/4204/T363/4716 haul 3M32 ballast northward past a series of mudholes on the down line on Saturday 11 June 2011. Image by Laurie Anderson

After discharging ballast on the Tottenham branch, KL81/T363/KL82 approach Bogan Gate with 8M21 empty ballast to Dubbo on Wednesday 4 May 2011.
Image by Lee Baxter

departed Parkes as D881 to Tullamore on the Tottenham branch to attach 20 NQFF wagons and transfer them to The Troffs as 8820 for further storage. The two locos then returned to Bogan Gate as D882 before attaching to 8128 loading 8924 and later heading back to Parkes.

The final run of CLP10/12 on the Goonumbla-Pt Kembla ore services occurred on 21 May when they departed Goonumbla working 8242 to Goulburn. Two days later 2813 from Goulburn arrived at Narromine behind CLP10/CLP12/VL355/603, with this train transferring the CLP's to the Cobar-Newcastle workings. CLP12/10 then replaced 8037/442s1 to work 4847 to Cobar whilst 8114 later departed for Botany via Cootamundra behind 603/VL355/8037/442s1. After the rear two locos were detached at Goobang Jct and the other two locos were turned on the triangle, 8114 continued its journey to Botany. This was certainly an interesting afternoon in the area as 8844 for Bathurst departed Parkes behind 48132/4503/48146, X46/48165 loaded 1835/8134 for Enfield at Hermidale in Push/Pull mode and 2XG1 from Pt Augusta arrived at the SCT depot at Goobang Jct behind solo 8026.

It was not long before major trouble developed with CLP10/12 working 8446 from Cobar to Carrington. On the evening of 24 May the train came to a stand east of Elong Elong before continuing to Merrygoen in two halves. Early the next morning the same thing occurred between Merrygoen and Dunedoo with the train again being divided in two. After stabling for the day at this location 8446 finally departed for Carrington at 2010hrs that night.

CLP12/10 again loaded 4847/ 8446 at the CSA mine at Cobar, this time on 28 May, but unfortunately further problems developed with both locos noted in Parkes loco on 1 June. 48s34, 48s36 and CLP12 all disappeared from Parkes that night with the two little locos next being noted on EL Zorro workings in the Werris Creek district whilst CLP12 departed Merrygoen at 0745hrs the next morning working a reduced load 8446 to Carrington. Problems developed in the Puggoon area before CLP12 took some of the wagons to Gulgong. PN's BL26/33 off 8436 from Cobar ran light engine from their train at Dunedoo to the rear of 8446 before hauling it back to the grain siding at Birriwa. CLP12 plus three wagons only departed Gulgong on 3 June as 8446 to Carrington, thus ending the CLP experiment on Cobar ore workings.

On 2 June, 8162 freight from Blayney to Botany passed Bullaburra behind 1443/1434/4703 whilst after the lead two locos had arrived at Manildra as D844 from Parkes to Bathurst, 8138 freight departed for Botany behind 48163/48138/8116/X46/X45 that evening. Also on this day a complete change of loco power was noted working 8M24/25 Broken Hill-Menindee area ballast services when RL309/S311 did the honours. This pair of locos was the steeds on these services again on 7, 8, 10 and 17 June.

48139/4503/48144 loaded 8833/34 from Parkes for Manildra at Red Bend on this day with 48144 being left at Manildra that night leaving only 48139/4503 to head for Parkes working 8837 early the next morning. After 4889 was then attached, 8837 continued to Condobolin to load for 8838 back to Manildra.

1431 arrived at Kelso hauling 35 new CQYY wagons from Carrington as 4862 on 4 June. The wagons were detached in the grain siding and are expected to enter service in containerised grain workings later in the year. 1431 was attached to 8164 Dubbo-Botany service with 1432/1446 at Bathurst the next afternoon.

Some loco swapping took place at Manildra on 5 June after 8832 arrived from Parkes behind 4889/4503/48139/48122 and 9837 from Lithgow arrived behind 8150/8101/8148. Both 4889 and 8150 were left behind after 8833 for Parkes departed behind 8101/8148/48122/ 48139/4503.

Due to a re-sleepering programme with steel sleepers between Parkes and Manildra ARTC were unable to provide a path for D844 from Parkes to Bathurst on Thursdays to collect the empty railpair wagons. PN got around the problem by detaching a DL Class loco at Bathurst each Wednesday morning for three weeks from 9835 Pt Kembla-Blayney empty ore. On 8 June, 9835 with 8146/8004/DL45 detached DL46 at Bathurst to work 8843

Due to track occupancy issues on Thursday 30 June 2011, NR46 was attached to 9827 empty grain between Goobang Junction and Parkes Sub – Terminal before departing L.E to Bathurst to attach to empty railsets and return them to Parkes.
Image by Bernie Baker

Grain destined for Weston Milling at Enfield is conveyed by 8134 freight hauled by the all Pacific National liveried X48/48144/X50 seen here near Tumulla on Saturday 14 May 2011.
Image by Graham Cotterall

Parkes the next day whilst DL44 was detached from 9835 empty ore hauled by 8146/DL45/DL46/DL44 at Bathurst on both 15 and 22 June for 8843 empty railset the next day. Earlier on 12 June, 4889/L270 loaded 8831/32 for Manildra via Dubbo and Parkes at Combo. 13 June was an interesting day in the area as 48146/4503/48163 loaded 8833/34 for Manildra at Nevertire, 8114 from Narromine to Botany with 8037/GL106 detached 8049 at Goobang Jct en-route and L251/48104 departed Parkes working 8844 to Bathurst.

The rare occurrence of two trains on the Warren branch at the same time was noted on 17 June when 4897/48142/48216 loaded 8829/30 for Manildra at the town silo whilst GL106/8037 loaded 8811 from Narromine/8112 to Botany at the Auscott's siding. Also on this day 8153/X48 arrived at Parkes working 1835 from Enfield. After attaching L270 the return 8134 departed Parkes behind the three locos for Enfield that afternoon and loaded at the nearby Sub/Terminal en-route. 8103/8119/X50 arrived at Bogan Gate working 8M51 concrete sleeper service from Moss Vale on 18 June. After the train was stabled the locos returned to Parkes with X50 leading long end first. The Tottenham branch was busy around this time with 48211/48100/48206 working 8828 from Tottenham crossing 4897/48216/48142 working 8829 to Gobondery at Bogan Gate. Later that night it was noted that the locos working 4847 from Carrington to Cobar (RL305/602) not only reversed at Merrygoen as is the norm but travelled from this location to Binnaway and return, possibly to turn the locos? 48139/X36/48138 loaded 8835/36 for Manildra at Condobolin on 19 June.

44206/44204 arrived at Bathurst hauling an empty railset from Chullora as 1877 on 21 June. After the wagons were loaded, the train headed for Wilpinjong on the Ulan line that evening via Newcastle as 8577. Also on this day, FL220/T381/ KL81/KL82 arrived at Wallerawang as D177 from Chullora to commence a Western ballast programme. Later that day they worked 7M20/21 to Lithgow and return, unloading near Wallerawang tunnel in the down direction. 7M20/21 was repeated the next day but on this occasion 7M21 continued empty to Dubbo. Also on 21 June, 1863/8164 loaded at the Fletcher's siding east of Dubbo with GL101/GL109/GL104.

To start a programme of unloading ballast in the Parkes-Molong area, KL82/KL81/T381/FL220 loaded 8M21/22 from Dubbo at Talbragar on this day. 8M20 arrived at Parkes early the next morning via Orange East Fork and after reversing ran back to Dubbo as 8M21, unloading in the Mandagery area. This operation was repeated three days later with 8M21 unloading between Mandagery and Manildra on this occasion. The operation on 29 June was different as the loaded train departed Dubbo as 8M20 to run via Narromine, sitting at Goobang Jct from 0400hrs-0800hrs to cross 3SP7 before unloading as 8M21 at Bumberry.

A rake of empty MGFH flour hoppers arrived at Manildra as 1837 from Enfield behind 8128/X36/X45 late on 25 June, with the locos then running L.E to Parkes. Earlier that morning 8M51 concrete sleeper train from Moss Vale arrived at Bogan Gate behind 8119/X50/8182. Around 1300hrs the next day a diverted 9837 from Nowra to Manildra passed through Parkes behind 8108/X46/8152/8173. Also on 26 June, 4835 empty ore from Morandoo arrived at Narromine behind BL27/48146/BL30 and G532/S300 loaded 8458 for Carrington at the local silo. Early the next morning RL306 was replaced by CLP10 on 2813 freight from Goulburn to Narromine with 8037/603 at Goobang Jct. The three locos then worked 8811 to Auscott's, this surely the first CLP class loco on the Warren branch before departing for Botany as 8112 freight that evening. Unfortunately problems appear to have developed with CLP10/8037 at Zig Zag at 0325hrs on 27 June with the train coming to

Massive quantities of grain are currently being railed to the Carrington facility in Newcastle and locomotives of many types are being used on a daily basis. One example of this variety occurred on Thursday 9 June 2011, when 8005/G522/48217/48165 hauled 4523 empty grain through High Street, near Maitland.
Image by Graham Attenborough

a stand before returning to Lithgow. The load was then divided and hauled to Katoomba in two portions with the complete train finally arriving at Botany at 2155hrs that night.

On 28 June and again two days later, 8M24/25 ballasts from Broken Hill to Menindee and returned were worked by T383/1874. C class locos were in abundance over the Blue Mountains on 28 June with BB87 for Baal Bone passing Bullaburra at 1510hrs behind 8243/C510/C505/8253 with C502/C508/C503 passing 30 minutes later working LS01 to Lidsdale. 48159/48139/48100 were working 8827 to Tottenham around 0520hrs on 30 June, when three wagons were derailed at Gobondery. The train departed for Tullamore at 1815hrs that evening to stow before forming 8829 to Tottenham the following morning.

NR46 found itself on unusual workings on 30 June when it departed Goobang Jct (long end first) leading 8182/8172 and an eastbound empty export grain service around 1300hrs. After detaching everything at the nearby Sub/Terminal, NR46 continued as D844 to Bathurst to attach the empty railset wagons and return to Parkes as 8843. After problems developed with the brakes on the rear wagon the train was remarshalled at Bumberry where 8843 sat from 2130 until 0130hrs the next morning. Whilst at this location three eastbound services passed through: 3PS7 to Chullora with NR21/NR89, 8134 for Enfield with 8180/X50 and 8836 to Manildra with 4889/4503/48138. The first dedicated pipe train to arrive at Cobar for many months departed Goobang Jct as 8855 behind 48138/48159 late on 4 July. L251/L270 combined to work 8833/34 from Parkes to the Trangie section silo and return to Manildra on 5 July. The pair loaded 8831/32 at Nevertire the next day, with 48136/48156 being attached to the loaded 8832 at Narromine that evening.

On 6 July due to the major problems experienced in the Blue Mountains with high winds, 8148 ran D171 from Enfield to Medlow Bath to haul 7 of the 8 car DDIU set damaged by the falling tree two days earlier (minus damaged lead car DCM 8028 which was scrapped on site on 8 July) to Flemington Car Sheds as WL67. Also as a result of these problems 48108/X36/48104 ran as D338 from Parkes to Manildra that afternoon to haul 17/MGFH flour wagons as 8938 to Nowra as far as Cootamundra. The next afternoon 8175/8152/8149 arrived at Parkes working a diverted 9837 empty flour service from Nowra, also via Cootamundra. After 3 railset wagons were attached, the train continued to Manildra as 8844 with 8175 and the three wagons then being detached to continue to Bathurst.

After being stabled at Blayney since 5 July, due to the problems on the Blue Mountains, GL105/GL104 departed working 8164 freight to Botany via Parkes and Cootamundra at 1200hrs on 9 July. Earlier that morning and after the train had been loaded at Condobolin the previous day, 8145/X48/48159 departed Parkes at the head of 8134 grain to Enfield via Narromine and Werris Creek, it being very unusual for X class locos to run between Dubbo and Werris Creek. Following this train from Dubbo was B65/48s33/48s35/KL81 working 8M23, also to Werris Creek.

NORTH-WESTERN REPORT

Unusually, there were two trains at Walgett at the same time on 6 May. Firstly, EL Zorro arrived with 4836/T387 working 4557 from Narrabri West at 0525hrs, with PN's 5537 from Gunnedah arriving behind 48159/48103 at 0740hrs. After the return 5538 departed at 1430hrs for Gunnedah, EL Zorro's 5456 departed behind T387/4836 to load at Beanbri on the way back to Narrabri West. X50/X48 loaded 5136 for Enfield on that day at Bellata and attached 48144 at Werris Creek the following morning. GL106/44202 loaded WC801/WS802 for Kooragang at Werris Creek on 8 May. Also on this day and in possibly a first for the class, X45/X47 loaded 1535/5136 at Wee Waa, whilst X50/48144/X48 loaded 1535/5136 for Enfield at Bellata two days later.

On its four – monthly visit to Armidale, 48140/4892 return southward hauling the AK test train as they approach the former station of Woolbrook on Thursday 26 May 2011.
Image by Mark Bennett

Also on 14 May, X45/X47/48158 loaded 1535/5136 for Enfield at Narrabri Jct. Extra loco power was provided to load WC801/ WS802 for Kooragang at Werris Creek on 15 May, with 44202/44208/RL303 doing the honours.

5112 freight departed Narrabri West behind only 8044/8049 on 17, 19 and 22 May but on the last of these occasions altered arrangements were made. After WC802 containerised coal departed for Kooragang behind 44202/RL302 the rear loco was detached at Murrurundi to return as D112 to Quirindi to assist 5112 to Botany, leaving 44202 to continue to Kooragang solo working WS802.

Another North-West AK car tour was run in late May with G537 being the loco to haul them into Werris Creek from Broadmeadow on 23 May. Over the next four days 4892/48140 hauled the cars to North Star, Weemelah, Armidale and Binnaway before heading back to Broadmeadow via Ulan on 27 May.

4854/48119/48157 loaded 4523/5424 at Walgett on 27 May. After G529 was attached as the third unit, 5424 departed Narrabri West at 0435hrs the next morning but after 48119 suffered a seized axle it was later detached at Emerald Hill. G533/S300 loaded 4555/5456 for Carrington at AWB Bellata on 28 May. That evening G521 was detached from Beanbri bound 4557 (S302/4836/4816/G532) at Werris Creek before running L.E to Elong Elong to retrieve 14 wagons and haul them back to Werris Creek the next morning as 8556. After G521 was re-attached to the stabled 4557 the train continued its journey to Beanbri at 2100hrs with S302/G532/G521 being detached at Narrabri West en-route.

Problems appear to have developed with 4836 as 4816 ran to Walgett to reverse before heading back to Beanbri to load 5458 solo on 1 June. 4816 was swapped for G532/S302/ G521 at Narrabri West that night with POTA's 48s34/48s36 plus the 14 wagons from Elong Elong being attached at Werris Creek the next morning. The following evening 5930 for Nowra departed Werris Creek behind 8151/ X48/X47, with these three locos being led by 8126 arriving back at Werris Creek working Gunnedah bound 9537 four days later. Due to the very late running of this service a scratch set of wagons departed Gunnedah on time for Nowra behind 8144/G540 that evening. G533/48s36/S302/S300 loaded 4555/5456 for Carrington at AWB Bellata on 3 and 5 June.

44202/44208/RL310 loaded WC801/ WS802 for Kooragang at Werris Creek on 5 and 9 June. Also on 5 June, 5130 for Enfield departed Werris Creek behind 8151/X47/ 48153/X48.

In what is thought to be the first time two members of the 82 class have been involved together on Ardglen bank engine duties the locos on 13 June were 8215/8210/8129. The unusual combination of 8133/8027/8215 was noted as the Ardglen bankers nine days later.

LVR ran special passenger services in connection with the centenary of the Garah picnic races. 4903/4906 arrived at Moree hauling 1/RBS and 4/FS carriages as 8L81 on 24 June. Special services were run to and from Garah on both 25 and 26 June with the return train to Sydney departing Moree as 8L88 the next morning. On each of the three nights the train was run to Gurley to stable.

Two unusual combinations departed Werris Creek working grain services to Carrington on 6 July with 5424 departing behind 48208/48156/BL31 and the later 5426 behind 8042/48119/48103/48132. Very pleasingly, CLF3/CLP12 arrived at Werris Creek to load WC801/WS802 for Kooragang on 7 July. Unfortunately the loaded WS802 came to grief at Kankool around 1350hrs, with the train then propelling back to Willow Tree from where PN's bankers 8133/8129/8111 got into the act by pushing the train to Ardglen, departing at 1955hrs.

NEWCASTLE & NORTH COAST REPORT

Two quin combinations departed Carrington working empty grain services to Werris Creek on 5 May with 4523 departing behind 48165/ 4894/48208/48108/48144. There was plenty of power available for the following 4525 when it

Bathed in beautiful winter light, RL310/44202/44208 traverse the Pages River valley near Murrurundi as they haul WS802 coal from Werris Creek on Thursday 9 June 2011.
Image by Paul Vanderstelt

departed behind G540/8127/8123/G529/8104. This was the first run for ex Northern Coal's G529 with Rural & Bulk, with G523 to follow later. Also on this day, 4124 departed Morandoo for Clyde behind 8170/8042/X47. The amazing sight and sound of C502/G511/44204/44206/train/ GM27/GM22/B61 departed Newstan working NW454 to Pt Waratah on 10 May with the rear three locos being detached at Broadmeadow en-route. Also on 12 May, the Newstan services were being worked as C502/C503/G511/ train/44204/ 44206. Xstrata Rail was out and about on this day with XRN005/009/002/003 noted on an empty service and XRN004/008/007 on a loaded service to the port.

The 35/QHBF wagons previously used on the Duralie coal services departed for Broadmeadow as DU602 marshalled as 6011/train/ 2204 on 15 May. In the opposite direction 28 new PHGH wagons departed Carrington behind 42301 as 4601 to Duralie but the loco failed at Telarah. 2204/6011 returning north as D461 then replaced 42301 on 4601 and hauled the train to Duralie.

To start a new programme, NW459 departed Broadmeadow for Newstan at 1545hrs on 22 May as C502/GM27/ GM22/C508/12/PHTH wagons/B61/C503/32/wagons. After the train arrived at NCIG that night as NW450 it was divided to unload in two halves. The position of the 12 and 32 wagons in the train consist were swapped from the next day.

The 35/QHBF wagons previously brought down from Duralie along with 42109/42306 departed Broadmeadow for Casino for long term storage as T125 at 1005hrs on 24 May behind 6012. Another change to the Newstan coal services was noted on 25 May when NW450 departed for NCIG as C502/GM27/ GM22/ C508/wagons/C503/wagons.

Due to a lack of room in Newcastle to stow one of the Pelton coal rakes that was not required to load but was taking up valuable space EL52/EL62 hauled BF221/222 from Pt Waratah to the Bloomfield balloon loop and return on 31 May-1 June. The locos next job was to Bulga and return as BC187/188 later that day, with the train absorbing time at the loader from 1445-2145hrs. Both trains returned to Pt Waratah empty.

After NR8 had been kept busy working ballast services in the Casino area since 26 May it arrived at Carrington working 4M22 (long end leading) from Taree that afternoon after earlier unloading the train between Bulliac and Craven. Also on 3 June, NR25 suffered a seized axle whilst working Melbourne bound 6BM4 with DL41/NR73 at Lawrence Rd. NR95 was detached from the following 6BW4 to assist, leaving NR112 to continue working 6BW4 to Morandoo long end leading.

On 7 June, 8040 transferred a new loco underframe from Carrington to Cardiff workshops on NQEX 60186 as T440. The NQEX wagon has bolstered the transfer of PN under frames as previously only one wagon (RQRX 60207) was available for this traffic.

After 44204/44206 arrived at Broadmeadow hauling a railset from Chullora early on 14 June the train later proceeded to Carrington to unload some of the rails. The following day the train departed Broadmeadow as 4677 to the Stratford balloon loop to unload the rest before returning to Chullora empty that evening. Whilst at Craven that day the train was part of a three way cross when NR9 on 3BW4 from Acacia Ridge to Port Kembla was crossed by NR91/NR60/8025 heading to Brisbane with 3MB2. 8025 then remained in Brisbane for local shunting trip duties.

Seventy-four new QHBH wagons departed Casino for Carrington as T470 behind 6012 at 1700hrs on 17 June, with this wagon rake forming HVEC unit 71 the next evening. Three days later 6012 returned to Casino hauling HVEC unit 65 (74 wagons) from Carrington as T471, with these wagons requiring extensive attention. The unusual marshalling of G537/8040/G540 arrived at Carrington working 5424 from Werris Creek on this day.

With thanks to Don Allitt, Alf Atkin, Stephen Booty, Wayne Coleman, Rick Coles, Brad Coulter, Peter Cousins, Ken Davis, Darrell Gainey, Peter Gambling, John Hourigan, Justin Moy, Dave Oliver, Dave Porter and Ivar Sorrasson.

On its first long distance journey since purchase by the Lachlan Valley Railway, 4903 hauls 8L85 passenger to Garah to celebrate the 100th anniversary of the Garah Picnic Races seen here passing over Marshall Ponds creek near Ashley on Sunday 26 June 2011. Image by Adrian Compton

Passing over the Hunter River after departing Kooragang Island, EL57/EL62 haul AS909 coal empties to Pelton on Friday 24 June 2011.
Image by Warren Murphy

Freightliner's 1581 service to Wee Waa roars through Boggabri hauled by GL102/GL112/GL111 on Thursday 26 May 2011.
Image by Glen Ryan

Victoria

Sweeping through a curve at Wangamong, the second-last siding on the Oaklands line, T386/T333/TL152/TL155/S312 haul 7MC5 empty grain to the Oaklands AWB siding on Saturday 11 June 2011. Image by Steve Molloy

NORTH WESTERN REPORT

On 13 May, 9124 grain from Carwarp attached A81 at Maryborough prior to departing to North Geelong with XR557/A81/BL32 whilst on 17 May, XR550 failed at Warrenheip with continuous ground relays on 9124 grain with BL32. This necessitated A73 running L.E from North Geelong to Warrenheip to assist BL32. The following day, 9122 grain from Ouyen hauled by XR551/XR554 attached A85 in the lead at Ballarat for the trip to North Geelong. 3AM5 superfreighter from Adelaide passed through Gheringhap unusually hauled by NR74/DL47/G539 on 20 May.

El Zorro's 9161 empty grain to Birchip departed North Geelong hauled by S303/T341/T357/B74/T320/T378 whilst Pacific National's 9102 goods from Merbein were hauled by G524/A73/A79 on 23 May. Later that day, 2MP1 QRNational service worked westward to Adelaide hauled by CLP13/LDP005.

A unusual visitor to Victoria appeared on 2AM2 POTA service in the form of 48s35 when it trailed G512/8030/G515 on 24 May enroute to Gemco East at South Dynon for further repairs. The same day saw GM36/TL154/T385/S312 head west with 7765 empty grain to commence another grain lift from Dimboola. On 27 May, 9763 containers to Horsham was hauled by C501/T386/TL155/T385. 31 May saw 3MP1 QRNational service depart westbound with 6005/CLF1/G516/X53/2208 with 2208 heading home to Western Australia for repairs after a period of service in NSW. Between 2 June and 5 June, GWA operated two grain services between Murtoa and Appleton Dock hauled by GM42/CLP16/CLP17. On 5 June, 9162 grain from Yelta arrived at North Geelong hauled by X31/T320/T378/B74 whilst later that day, 9767 containers to Portland departed with T385/TL155. After being closed for nearly six months due to flooding washing away a bridge between Dunolly and Inglewood, 9126 grain finally departed Manangatang for Dunolly at 0800hrs on 6 June hauled by XR553/XR552.

A combined mineral sands/empty grain returned from Portland three days later with S312/TL152/TL155/T385/C501 hauling sixty vehicles whilst El Zorro broad gauge service 9161 destined for Charlton AWB was hauled by X31/T357/B74/T378/T320/S303. This rake made a run to Birchip AWB on 13/14 June hauled by S303/T341/T357/T320/X31. Another X'trapolis EMU departed North Ballarat Workshops on 16 June hauled Y168.

On Sunday 3 July, 9162 grain stalled near the former site of Sulky loop hauled by S303/X31/T378/T357/B74, 12 vehicles were detached at Ballarat before the train proceeded to North Geelong, however whilst ascending Warrenheip Bank, it again stalled but after a short pause, the train continued. On arrival at North Geelong, the train was stabled and the locos ran back to Ballarat to retrieve the 12 vehicles and return them to North Geelong for discharge.

A loco positioning move to Maryborough saw XR552/XR553/G524/A79 haul a late running 9101 Merbein goods on 4 July.

BENDIGO REPORT

The El Zorro broad gauge grain rake visited Woorinen AWB on two occasions when S303/X31/T320/T395 worked 9062 grain to Bendigo where it attached B74 on 12 May and on 15 May, 9062 grain was worked by S303/X31/B74/T320/T395. The tiny terminus of Piangil was visited by both PN and ELZ in late May

when XR554/XR551 loaded 9052 grain on 25 May whilst the following day, X31/S303/B74/T320/T378 loaded 9062 grain. 9062 grain again loaded there on 28 May with X31/B74/T320/T378/T341 shunting at Nyah West and Woorinen AWB enroute. The five units returned two days later however T341 failed necessitating the attachment of S303 at Bendigo.

A new operator appeared on the broad gauge network when POTA operated their first train to Deniliquin on 2 June when B80/B76 hauled eleven wagons of empty containers for the rice mill on the outskirts of Deniliquin. This service has operated almost daily (Mon-Fri). On 7 June, B76 ran solo on the 9071 service however on the return, it attached S303/T341 at Bendigo whilst a week later B76/S313 worked 9071/9072 services and continued to do so till the end of June with the exception of 17 June when B76/B80/S313 worked to Deniliquin and return and 26 June when B80/S313 worked the service.

WESTERN REPORT

Pacific National continues to discharge grain at Portland from locations in the Wimmera with XR558/G528 sighted departing Portland on 21 May. El Zorro discharged a number of grain loads in late May when T385/TL152/GM36 arrived on 30 May, T385/TL152/C501 on 1 June and S312/TL152/C501 on 6 June.

In connection with the proposed mineral sands traffic from Hopetoun to Hamilton, 9765 test train was operated to Hopetoun hauled by T386 however the service derailed near the 341km south of Warracknabeal due to a broken rail in a level crossing. The locomotive managed not to derail however the two-pack CHBY hopper, 2/AHGX hoppers and a ZQRX flat wagon were not so lucky finishing up in the dirt. The wagons were rerailed the following day and returned to Melbourne. Between 0600hrs on 21 June and 1800hrs on 22 June, a new turnout was installed at the 324.700km south of Hamilton to service the Iluka Resources processing plant.

A further test train was operated departing Melbourne on 25 June with T385/T333 and CHBY 7075 2-pack hopper and arrived Hopetoun late on 26 June. It then departed Hopetoun at 1245hrs the following afternoon.

METROPOLITAN REPORT

Late on the evening of 21 June, 9555 steel to Long Island with BL29/A79 stalled on Langwarrin bank south of Frankston unable to lift its load on the 1 in 50 grade. A71 was despatched from Dynon to assist the train with all three locos returning on 9552 steel mid morning on 22 June.

QRNational's G534 ran L.E from North Dynon to SCT Laverton to attach 6/SCT vans on 27 June and returned them to North Dynon to be attached to 2MB7 service to Brisbane.

NORTH EAST REPORT

El Zorro have operated quite a number of services to Oaklands AWB to clear the mountains of grain stored there. Noted through Sunshine at 1920hrs on 8 May was 1CM5 grain hauled by C501/T386/TL152 with TL154 unusually attached to the rear of the train due to a drawgear failure. 5CM5 grain on 12 May saw T385/TL154/TL152/TL155/GM36 hauling the service southwards whilst 7MC5 empties on 14 May saw only GM36/TL155/TL154/T385 heading northward. The same day saw T386 convey 7CM7 service southwards, a solitary two hoppers was the load when sighted at Wangaratta.

S312 returned to service after a hiatus due to bogie bolster repairs when noted hauling 7MC5 empties with GM36/TL154/T385 on 21 May and again the following day as S312/TL154/T385/GM36. On 8 June, 2210 departed Benalla after stabling overnight hauling the AK Test Train enroute to Adelaide and beyond. The following evening, four trains were noted between Kilmore East and Seymour of interest; G525/H1 with 9356 grain from Tocumwal, S312/TL152/TL155/T333/44209 with 5CM5 grain from Oaklands, G527/X39 on 9305 containers to Tocumwal and XR558/G539 on 5MC1 empty grain to Oaklands. On 11 June, 7MC5 empty grain to Oaklands was sighted with T386/T333/TL155/TL152/S312 whilst on 13 June; 2CM5 grain was hauled by S312/

Against a stormy background, the blue and gold lashup of S303/X31/B74/T320/T395 haul 9062 grain from Woorinen AWB on Sunday 15 May 2011. Image by Steve Molloy

T333/T386 attaching C501 at Benalla for the journey south. 1MC5 empty grain was noted through Yarrawonga at 0810hrs on 19 June hauled by S312/T333/T386/TL152/44209 whilst problems with S312/TL154/TL155/T386 on 5CM5 grain saw C501/T385 run L.E to Benalla to assist the train back to Appleton Dock. T385/T386/S312 arrived at Oaklands AWB on 1 July hauling 6MC5 empties, after loading 6CM5 grain departed with T385/S312/T386 attaching C501 at Seymour after it had hauled GM36/T342 to Seymour for repairs.

V/Line Passenger have operated a number of test trains over the standard gauge during the reporting period with the first operating to Seymour on 19 May consisting of N469, set SN16 and PCJ. On 31 May, N453 hauled the first test train to Albury arriving mid-afternoon. Training of crews then commenced with trains leaving Melbourne at midday and returning from Albury the following morning. On 25 June, a special service conveying invited guests departed Melbourne for Albury hauled by N453/N470 with ceremonies conducted at Benalla, Wangaratta and Wodonga to commemorate the return of V/Line rail services. Three shuttle services with the locomotives in push-pull mode then operated between Albury and Wodonga for promotional purposes. The following morning, the first regular service departed Albury hauled by N470/N453 at 0635hrs. Currently there is only one return service operating due to trackwork however the other services are expected to return by the end of the year.

After a number of test runs to Seymour, the first long distance test run to Albury is seen arriving at its terminus on Tuesday 31 May 2011 hauled by N453. Image by Trevor Staats

Southern Shorthaul Railroad's rail trains have continued to operate from Bathurst NSW and/or ANZAC siding at Spotswood VIC during May/June discharging rail in the Benalla/Wangaratta area hauled by GM10/S317. On 26 July, Greentrains 48s35 was attached in the lead of S317/GM10 on 6M43 railset for the trip northwards to Bathurst. SSR have leased the unit for use on ARTC ballast trains in NSW.

Due to the two week shutdown for Regional Rail Link and Sunbury electrification works, 9071/9072 Deniliquin goods was rerouted to Tocumwal to load with containers roaded from Deniliquin. Running as 9371, S313/B80 was noted passing through Nagambie at 0840hrs on 5 July.

With thanks to Andrew McBain, Frank Hinde, Steve Molloy, Chris Nuthall, Graham Elliott, Peter Sweeten, Alan Holding and Tony Deppeler.

On a autumnal afternoon between Rennie and Warragoon, T385/TL154/GM36/S312 haul 7CM5 grain southbound on Saturday 21 May 2011. Image by Peter Sweeten

Ascending the short grade off the Leigh River at Inverleigh, GM42/CLP16/CLP17 haul 9758 grain from Murtoa to Appleton Dock on Saturday 4 June 2011.
Image by James Brook

After XR550 failed between Maryborough and Ballarat, A85/X39 were dispatched from North Geelong L.E to assist. Here A85/X39/XR551/XR550 arrive at Gheringhap hauling 9122 grain from Underbool on Friday 6 May 2011.
Image by Julian Insall

Forty-five year old X31 leads an eclectic lashup of T320/T357/T341/S303 as they depart Maryborough hauling 9161 empty grain to Charlton AWB on Wednesday 15 June 2011.
Image by Frank Hinde

Shortly before sundown, 44209/T333 hauling 9767 goods to Portland pass Altona Junction in Melbourne's western suburbs on Wednesday 29 June 2011.
Image by Julian Insall

Deep in the forests near Heywood in south-western Victoria, C501/TL152/T385 haul a rare daylight run of 7968 goods from Portland on Thursday 2 June 2011.
Image by Andrew McBain

With SSR hiring 48s35 from Greentrains for ballast workings, to move it from Victoria to New South Wales after repairs it was attached to 6M43 railset. Here one of our rollingstock editors and SSR driver, Bernie Baker notches up 48s35/S317/GM10 away from the former site of Tullamarine Loop on Sunday 26 June 2011.
Image by Stewart Anderson

Queensland

Powering away from a speed restriction, 2176D hauls 6786 molasses south of Yaamba on the North Coast line on Tuesday 14 June 2011. Molasses is transported from sugar mills in north Queensland to feedlots near Kingsthorpe and Warwick on the Darling Downs. Image by Stephen Karas

CENTRAL REPORT

On 10 May, 3409 was at Yukan for return to Gladstone, while 3701, 3719 and 3817 arrived in Gladstone on 8G16 freight from Yukan.

On 18 May, 3918 and 3926 were stored at Gladstone, joining 3928 and 3929. 3920 and 3924 followed them into storage on 23 May. 3927 and 3921 remain in storage at Rockhampton. 3922, which was with these two locos, disappeared from this line-up in late June.

The first 3700s and 3800s began arriving at Gladstone in March for tuition purposes - 3715 on 3 March, 3709 and 3718 on 14 March, and 3805 on 29 March; all arriving from the north on 8G16 freight. 3718/3804 ran GE41 light engine Gladstone to Bluff for crew tuition on 2 April. 3806 replaced 3804 at Bluff on 21 April; both locos working to and from Jilalan as light engine movements via the inland coalfields route. On 9 May, 3701/3817/3719 arrived at Gladstone as vehicles on 8G16 freight.

3719/3701/3817 ran LD11 from Gladstone to Callemondah to commence coal trials the following day. On 19 May, 3719/3701; 3817 worked EK29 Kinrola empties from Callemondah on their first Blackwater System trial. The next day, 3719/3701; 3817 worked a second trial, EB63 Curragh empties from Callemondah. The locos returned to the Gladstone station area as LG20 upon their return from Curragh.

On 25 May, 2198F failed on PW56 Spirit of the Outback at Blackwater with a seized axle. Second loco 1756 was turned, and shunted 2198F off before departing for Emerald. It was replaced upon arrival as it had no working speedometer. 1720/1758 worked the train away, but on the approach to Willows, 1720 was shut down. Running on the power of 1758 only, time was lost on many sections with PW56 Spirit of the Outback, finally arriving at Longreach well into the night. The following day, 1758/1756 worked 3959 Spirit of the Outback from Longreach with 1720 being towed on the back. 1756 had gone out vehicle on 6WC4 overnight behind 2471D. Nowadays, multi 1720 class powered trains are a rarity in Central Queensland.

3719 and 3701 were returned to Jilalan on 26 May as vehicles on 8273. Replacement locos, 3705 and 3711, arrived on 2 June. After completion of repairs in Rockhampton, 3703 was transferred to Gladstone on 7 June and quickly pressed into service later that night. On 7 June, regular AC electric use commenced in the Blackwater System, 3817/3705; 3703 hauling EK87 Kinrola empties out of Callemondah yard. 3709, 3711 and 3805 were also in Gladstone, while 3718 and 3806 were being used for tuition at Yan Yan.

3709 had replaced 3703 on 11 June when EB35 departed Callemondah for Curragh. On 22 June, another swap of locos occurred with 3709, 3703, and 3805 departing vehicle on 8273 for Jilalan. Earlier that day, 3708 and 3722 had arrived in Gladstone. 3721 replaced 3718 at Bluff on 24 June. 3708 and 3722 replaced 3817 and 3711 (failed) on EL08 at Kabra on 26 June, departing there as EL60.

3817, 3711 and six wagons (for braking purposes) returned to Callemondah after turning at Stanwell Power station balloon loop.

3702/3712, and 3810 headed south for Gladstone on 8G16 freight on 4 July while 3817 returned north on 8273 freight. 3725 (arrived 13 June), 3718 and 3816 (both arrived on 29 June) are also at Gladstone.

Grain trains continue to run between Capella and Mackay Harbour. 2371/2410D on 6B22 Capella grain empties (from Mackay Harbour) conveyed vehicle 1743D from Rockhampton to Bluff on 8 June, for the Bluff shunt. 1744D had been seconded for ballast work. That day, 2275/1744D worked 0UB2 ballast from Blackwater to Memooloo to construct crew change pads on the branch.

On 8 June, 1758 has been working the Gladstone shunt since arriving there on 27 May. 4017 was working East End to Fishermans Landing limestone, again since 27 May, an unusually long stint on limestone workings. On 10 May, 2252/2206D worked East End to Fishermans Landing limestone traffic this day. Usage of the 2250 class has declined recently, with no regular Blackwater use, minimal Moura use and reduced Newlands use; the latter due to addition of a second 4100 into consists. Reduced coal movements are another reason with many mines still not at full production since the floods in January.

Callemondah based 2205D and 2207D have been transferred to the Goonyella System for infrastructure work. On 31 May, they worked 06B2 ballast from Yukan to Oaky Creek, attaching the loaded wagons at Waitara. They arrived at Oaky Creek to stow for the next day's work at the balloon.

On 11 June, 3738/3810 worked EJ01 hospital train from Coppabella to Jilalan, with vehicles 3736/3104/3411/3168/2156D, 2/loaded hoppers, 8/empty hoppers and a wheel wagon. It will be interesting to see how many more times a 3100 class loco travels on the coal network.

Following derailment repairs, 8314 ran LGP1 from Downer Rail, Bowen Street, to Maryborough West on 17 June, and then departed for Auckland Point. 8323 and 8324 have commenced working on coal trains in the Blackwater system, being observed on 10 July at Gracemere on 9F63 with 8313 and 8308 as the remotes. Directly behind the new lead locos was a pair of new NHGH wagons, similar in appearance to the NHCH wagons. The wagons had been tested on 16 May when 8321 ran its first trip from Auckland Point hauling NHGH 0011/0012 through Archer. PN ran a one-off trial AC electric coal service in the Blackwater System on 23/24 June. Returning empty to Moranbah, E746 passed through Westwood on 24 June in the early afternoon. It had run as EF77/EF78 from Oaky Creek on 23 June, having originated out of Moranbah with a 100 wagon consist.

On 8 May, 2410D worked 6W46 freight from Rockhampton with 13 wagons for the west. It included 2/HWO of Q-Link freight, one for Barcaldine and one for Longreach. This would be the last of the Q-Link non-container freight still going by rail, with all NCL, SW and GNR traffic ceased. 6W46/6391 is the last western freight train operating. On 6 June, 2491H worked 6391 freight away from Winton, with 8 wagons, 6 of them with lime for Innisfail. Cattle trains also continue to load at Winton with 2390/1743D working 65C1 Cattletrain out of Winton on 7 June for Dinmore, with 44/K. On 24 June, 2501D/1758 departed Emerald on 63C1 Cattletrain, with 45/K from Longreach and Emerald for Dinmore.

NORTHERN REPORT

The 4100s on the Mt Isa line continue to work as second loco. On 15 May, 2825/4145 worked 9T80 fertiliser empties out of Hughenden.

In a one-off trial, PN ran an AC electric coal consist (100 wagons) from the Goonyella system through the Blackwater system to Callemondah on 23/24 June 2011. Originating at Moranbah, EF77, ran to Oaky Creek to load before heading to Gladstone via the Blackwater System to unload. The return empty working, E745 to Moranbah, was on Friday 24 June and is shown at Sisalana Road Bajool behind 7122/7118, with the remote locomotive, 7111, 40 wagons back. Image by Bruce Russell

A couple of notable Cattletrain workings occurred on 12 May. Firstly, 2211D/1759D departed Stuart Meatworks siding with 65N0 for Dinmore. The rear 10 wagons of the 44 wagon train were empty for loading at Bloomsbury, approximately 90 kilometres north of Mackay! Secondly, further north, 2840 worked 62N3 Cattletrain from Julia Creek with 14/K for Lakes Creek. Another 17/K was added at Richmond, followed by another 21/K at Hughenden, departing from Hughenden shortly after midnight. Ten of the 21/K were empty for loading at Charters Towers. After loading there, the 52 wagon train continued to Stuart, arriving mid-morning on 13 May.

An eight day Newlands System shutdown commenced on 16 May and was extended until late on Wednesday 25 May. Work included final track and signalling commissioning of Abbot Point duplication, commissioning of Self Normalising Points and Long Range Points Indicators at Havilah, relocation of BLBs (Block Limit Board) at Birralee and Havilah due to new SNPs, mainline BLBs being installed at Cockool, between Birralee and Havilah, as well as at the junction for the Northern Missing Link at Newlands. On the first day, 4104/4110; 4107/4114 worked 0N62 from Pring, either end of plough and 19/VBO sets (40 wagons in total). They proceeded to Armuna to work from there during the closure. 2181D/2259 worked 0N60 from Pring to Birralee, either end of 12 loaded VBO. 2257/2255 were at Binbee, having run there as LN60 on Sunday to stow there. Pring loco contained 2155D, 2178D, 2184D, 2188D, 2209D, 2214D, 2254, 2260, 2267, 2270, 2271, 2272, 2273, 2274, 2476D, 4101, 4102, 4103, 4105, 4106, 4108, 4109 and 4113. Other locos on stowed coal consists along the system were 4112/2268/2269 (Newlands), 2266 (McNaughton, with 4114/4107 removed for ballast train duties) and 4111/2256 at Sonoma (4110 removed for ballast train duties).

On 20 May, 2159D failed on a heavy 6C55 freight to Cairns on the Tam O'Shanter range just after departing Tully. It was assisted back to Tully by the PNQ service 6CP1 where two Winton to Innisfail Mirriwinni Lime container wagons were detached to reduce the loading before 6C55 could continue.

2387 hauled 32 coke container wagons from Stuart as 9Q92 for Bowen Cokeworks on 24 May. On the same day, 4141 re-entered service, after being under repair since 23 April. 2813/4141 worked 9T82 fertiliser empties from Townsville Jetty. Sisters 4142 to 4146 are all in regular GNR use.

On 15 June, 9257 Yurbi ore (2809/4145) lost air between Maxwelton and Gemoka, and it was found that a wagon had a collapsed bogie. The lead portion of the train eventually continued east, terminating at Hughenden. Meantime, 2840/2814 ran LH59 from Cloncurry to Maxwelton to recover the remaining wagons. The next day, 2840/2814 worked 9H59 from Maxwelton, with the 42 wagons from 9257 ore. The train was subsequently put back together at Hughenden after arrival, departing on 17 June.

On 19 May, 2194F ran L201 from Stuart to Townsville, then worked 6Q70 empties to Pioneer Mill to commence the 2011 sugar season. The next day, 2194F worked 6J61, the first loaded sugar train of the season, from Pioneer Mill to Townsville Jetty, with not quite 50 percent of the wagons loaded. Now displaced from coal service, 2161D worked 6227 molasses from Pioneer Mill with 17 wagons for Townsville Jetty on 25 May. The same day, 2191F worked 6Q62/6J63 from Townsville Jetty to Kalamia Mill and return, the first of the season. Return 6J63 departed the mill at 17:43hrs with most of the 23/VASO wagons loaded. It is common for the first run of the season not to be fully loaded. On 26 May, 2197F worked the first Carstairs sugar service of the season, 6Q66/6J67. The last Burdekin mill to start railings for 2011 was the Invicta Mill at Giru on 27 May. 2196F worked its first service, 6Q74/6J75, departing with just over half of the 28 wagons loaded.

On 29 May, 2843/2822 worked 6M54 freight away from Stuart with vehicles 2162D/2601, the latter being for Mount Isa shunt school use. 2601 remained at Mount Isa until 2847/2831/2601 worked 9251 ore to Townsville, arriving there on 22 June. 2601 was on line when 9251 arrived from the west.

2497H worked 6D63/ 6Z64 from Mackay Harbour to Proserpine and return on 15 June as a test train with 30 wagons, empty in both directions.

Not far from its final destination of Fisherman Islands, 2802/2180D work Y874 Freight past Lindum station on Saturday 18 June 2011. 2802 has recently had the roofs of its cabs lowered and has had a partial repaint which can be seen in this image. Image by Matt Green

Approaching Grantham, one of the towns devastated by the floods earlier this year in the Lockyer Valley, 2486H/2492H haul 6R06 pipes to Rainby in western Queensland on Thursday 5 May 2011.
Image by Neill Farmer

On 16 June, 2807 worked 6798 freight south from Stuart, re-entering service following completion of collision damage repairs (Charters Towers on 22 November 2010).

On 19 June, Mackay Sugar traffic commenced with 2497H working 6S64 empties from Mackay to Sarina with 25 wagons. Return 6Z65 departed Sarina with only eight loaded. On 20 June, 2497H towed 19/PCUM wagons from Mackay to Mackay Harbour as 6Z01, returning as 6U02 with another 11 for maintenance in preparation for the season start.

On 4 June, 4116 commenced coal use at Pring, departing on 9S02 McNaughton empties; 4116/2269/2256 were the power. 4115 commenced coal use at Pring on 8 June, 4103/4115/2255 working 9N10 Newlands empties from Pring. On 9 June, there was a now rare quad 2250 working on the Newlands line when 2271/2254/2266/2261 worked 9N24 Newlands empties out of Pring. The first Newlands DP trial working departed Pring on 13 June as 9B20 with 4106/2270; 4107 powering. The DP train, 9N20 Newlands empties, departing Pring on 21 June had new locos on the front - 4101/2261; 4107.

On 11 June, one wagon derailed on PN's 9223 ore at Woodstock due to a bearing failure. On 22 June, two Pacific National 46/ROAF magnetite shuttles ran to the Jetty, the first with 8316, the second with 8317.

On 29 June, 8G16 freight was ex Townsville with 2825 hauling vehicles 2388/2605/2601//2189F. The 2600s were for Yukan for ballast and undercutter workings whilst 2608 and 2609 have also been transferred to the Goonyella system.

SOUTHERN REPORT

On 7 May, 4148 with vehicles 4147/2808 worked 8874 freight into Fisherman Islands. This was their last run in Queensland, as they entered Redbank on 9 May for modifications prior to shipment to Western Australia. These modifications were completed by late June when the locos emerged as ACN4147 and ACN4148 and were despatched on the back of low loaders on 25 June arriving in Western Australia on 5 July.

On 9 May, 2312 entered Redbank for its overhaul and 2100H was stored on arrival at Redbank. Its last workings were 8273 freight from Gladstone to Rockhampton on 21 April, and 6Y73/6374 Lakes Creek shunt over 22/23 April. On 15 May, the fifteenth West Moreton consist commenced operations, the 41 wagon train departing Toowoomba on 9L18 to Cameby Downs, hauled by 2388/2338.

On 9 May 1762D/1732D worked 05B3 ballast from Toowoomba to Spring Bluff and return, ballasting the reinstated loop at Rangeview (155.2km) which opened 10 May. After running around at Spring Bluff, the return 0RB4 worked through Toowoomba through to Roma (see Western Report).

On 13 May, 8321 was delivered, running from Maryborough West to Auckland Point as LGP1.

On 12 May, 2311D completed its overhaul at Redbank. 2311D/2479D worked 6R06 pipes from Fisherman Islands on 14 May, with 2490H vehicle. This was 2311D's first revenue run. It was taken off at Toowoomba, with 2490H started to continue with 2479D.

4149/4151 ran on test from Maryborough West to Gympie North and return as L424/LM25 on 24 May. On 7 June, 2827/2493H worked Y874 freight into Maryborough West, handing over to 4149 and 4151 (vehicle) for the start of their trials. The train continued south to Fisherman Islands. Five hours later, the same consist headed back north on Y375 freight to Rockhampton. 4151 then led 4149 (vehicle) on the return trip south on 8874 freight. On 14 June, 2827 worked Y245 freight from Fisherman Islands to Rockhampton, with vehicles 4149/4151. 4149 then worked Y874 freight on 15 June from Rockhampton, with 4151 vehicle. That trip completed the trials and on 17 June, 4149 and 4151 entered Redbank for modifications prior to transfer to Western Australia. On 30

May, 2123F was stored at Redbank, leaving only 2122F in use on the Jilalan shunt.

Inbound freight services on the Western Line now have to wait in the morning peak outside of Ipswich. On 7 June, the queue was made up of 6825 Goondiwindi Cotton (2414D/ 2498H) at Wulkuraka, 9873 Jondaryan Coal (2353/ 2321) at Rosewood, 9817 Cameby Downs Coal (2310D/ 2309) at Grandchester, and 9837 Macalister Coal (2313D/ 2362) between Grandchester and Yarongmulu. 9871 Jondaryan Coal (2360/ 2337D) was at Helidon and 9819 Cameby Downs Coal (2306D/ 2358) at Harlaxton.

On 19 June, 2600 departed Townsville vehicle on 8G16 freight, to Maryborough West for crew tuition. Some of the Maryborough drivers do transfer to the Goonyella area from time to time and the 2600s are going to be working in the Goonyella system on ballast trains.

On 10 June, 2264 was released from Redbank after a long stay since 28 January. An even longer stayer, since 2 March 2010, 2608, was released on 15 June and went north to Stuart as vehicle on Y245 freight from Fisherman Islands the next day.

2330D was ex overhaul at Redbank on 20 June, with its first working on 24 June on Toowoomba empties 9608 (2366/2330D) ex Fisherman Islands.

On 21 June, 2475D/ 2479D were drafted into West Moreton coal use, departing with a 29 wagon set from Toowoomba with 9D60 Jondaryan empties. They returned as 9861 working through to Fisherman Islands to unload before returning to Toowoomba as 9636. This working appears to have been a one off use.

SOUTH-WESTERN REPORT

On 16 May, 0WB2 Wallangarra ballast (1746D/1732D) on the Dalveen to Silverwood section had difficulty lifting its load (16/VBO and plough), so four loaded wagons were set out at Silverwood before 0WB2 departed towards Stanthorpe where it terminated on arrival.

The next day, 1732D/ 1746D ran LE03 from Stanthorpe to Silverwood to attach the four VBO stowed the day before. They then returned to Stanthorpe with the wagons as 0WB4, after working en route. 06B3 departed for Toowoomba unloading enroute until plough faults near The Summit ended the work prematurely, and the train returned to Toowoomba.

The spot ballasting work was to enable Southern Downs Steam Railway to run a trip to Wallangarra.

68T9 Talwood to Fisherman Islands grain with 2358/2351 detached 12 loaded wagons at Warwick for collection by the next day's ballast return, after traction motor problems with 2351 between Wheatvale and Warwick on 19 May. On 20 May, 2489H/1732D worked 0WB4 Stanthorpe ballast from Toowoomba. Empty return 06B5 attached the 12 loaded grain wagons left at Warwick by 68T9 earlier.

On 27 May, two trains were in the Goondiwindi area. 2314/2303 worked 6H36 grain empties into Talwood. 2498H/2414D worked 6H24 cotton container empties into Goondiwindi. On 24 June, 2346/2335 departed Goondiwindi on 6H36 grain empties to load another rake at Thallon.

WESTERN REPORT

On 12 May, 1762D/1732D worked 0QB2 from Roma, attaching loaded ballast hoppers at Bongo and continuing through Charleville to unload between Cooladdi and Cheepie on the Quilpie line. The empty train returned as 0SB3 to Charleville. On 19 May, 1724D ran LQS2 from Charleville to Quilpie to load livestock there. Late the following day, 1764D/1724D worked 67S9 from Quilpie with 35/K for Dinmore. 1764D had earlier run LQS6 from Charleville to join 1724D at Quilpie. This was the first movement of cattle since the floods. On 67S9's approach to Toowoomba on 21 May, 1764D/1724D failed on Gowrie bank approaching Willowburn and 2486H/2492H were sent out to rescue the train, then continuing on the last leg to Brisbane after detaching the 1720s at Willowburn. On 24 June, 1756/1724D departed Roma hauling 6QS6 Quilpie Cattletrain empties.

Just east of Murphy's Creek crossing loop at the foot of the Main Range, 2392/2335 haul a loaded coal from the Darling Downs to Fisherman's Island on Friday 3 June 2011. This bridge is somewhat unusual in having dual piers which were an original 1867 design though of course replaced by fresh timber, no doubt, over the years.
Image by Brian Webber

Empty grain 6652 is seen passing through the township of Laidley, west of Brisbane behind 2307/2359 on the afternoon of Friday 10 June 2011. The standard consist of south-west Queensland grain trains is 2/2300 class diesels and 38 wagons.
Image by Matt Green

New locomotives 4149/4151 (vehicle) are seen working 8874 freight through Yeronga, south of Brisbane on Thursday 16 June 2011. On this particular trip, 4149 was working one of its trial journeys with 4151 attached as a vehicle in case of 4149's failure. Later the same day, both 4149 and 4151 were taken to Redbank Workshops for modifications prior to being trucked to Western Australia.
Image by Paul Henderson.

South Australia

Grinding upgrade between Callington and Balyarta, CLP16 assists SCT003/SCT001/SCT007 on 3MP9 service after problems developed with SCT003 on Wednesday 1 June 2011.
Image by Ivan Marchant

SOUTHERN REPORT

The South line continues to provide plenty of variety with QRN, PN, SCT and POTA intermodal services along with the large amount of grain services operated by GWA. Friday 13 May was not a good day for QRN or PN. 5MP1 hauled by LDP001/6007/CLP9 stalled near Mt. Lofty after the CLP suffered some problems. Light engine 2202 was sent to the rescue but this was not enough as the train could not be lifted. The following train, 5MA3 hauled by NR61/XRB562/NR13 was used to push 5MP1 into Mt. Lofty. Upon reaching the summit, the coupler knuckle on the front of XRB562 was broken before the trains separated. Lengthy delays were encountered by both trains. To top that off, early the next morning 6MP4 hauled by NR81/NR103 stalled near Petwood. 5WX2 hauled by NR94/NR119/AN5 was then used to push 6MP4 to Mt. Lofty before both trains continued. The next day, GWA operated two grain services with 1341/3142 to Loxton worked by GM46/2207/GM47/CLP16/CLP14 and 3AK1/4KA2 Dimboola grain worked by CLP8/2212/CLP17/GM42/GM45.

On 16 May, ALF19/ALF20/2207/GM47 worked 1351/3152 Pinnaroo grain whilst two days later, CLP17/2212/CLP8/2214/GM42 worked 3AK1/4KA2 Dimboola grain. The first working of a former Freightlink owned FQ class locomotive on the south line occurred on 22 May. 3142 loaded grain hauled by CLP16/CLP17/GM42/2212 encountered locomotive problems resulting in it being held at Mt. Barker Jct. FQ03 was sent light engine from Dry Creek to Mt. Barker Jct to assist 3142 back to Adelaide. The next day, POTA service 2AM2 departed Adelaide hauled by G515/8030/G512/48s35.

Wednesday 25 May was not a good morning for rail operators in the Adelaide Hills. 3MP9 SCT hauled by SCT001/SCT004/SCT007 stalled near Mt. Lofty. 1PM5 was held at Belair and its locomotives NR38/NR120 were sent to assist 3MP9 into Mt. Lofty before both trains continued. QRN service 3MP1 was held at Mt. Barker Jct later that morning due to locomotive problems. 6002/LDP001 were sent light engine from Dry Creek to assist the train hauled by 6004/6005. PN service 3AM5, departed Adelaide on 26 May with NR75/NR55 hauling CLP14. CLP14 was detached at Tailem Bend and added to 3112 loaded grain with CLP16/GM47/2212.

On Wednesday 1 June, 1331 Lameroo grain departed Adelaide hauled by CLP8/702/GM46/2207/CLP16. CLP16 was detached at Tailem Bend and then added to the lead of 3MP9 SCT with SCT003/SCT001/SCT007 due to the latter having locomotive problems. Also that morning, QRN service 3MP1 arrived in Adelaide hauled by 6005/CLF1/G516/X53/2208. That night, 4AK1 empty grain bound for Murtoa departed Adelaide hauled by GM42/CLP16/CLP17. This train then stayed in Victoria for the next few days. Thursday 2 June was a busy day on the south line. 1351 empty Peake grain departed Adelaide hauled by 705/GM38/701/ALF23. Later that morning, 1281 empty Tailem Bend grain departed Adelaide with CLP8/703/GM46/2207/GM45. 2PM6 departed Adelaide mid-morning hauled by NR81/NR111/8162. 8162 was on a trial run after overhaul at the Dry Creek MPC and was detached at Tailem Bend. That afternoon, 3PM1 departed Adelaide hauled by LDP002/6006/2202/X53. Due to GM45 failing on 1281, some locomotive swapping occurred between 3152 and 2182. 3152 departed Tailem Bend with ALF23/GM38/705 with 30 hoppers while 2182 departed with 2207/701/GM46/703/CLP8 hauling GM45 and 40 hoppers. 8162 returned back to Adelaide in the early hours of the next morning on 5WX2 as NR94/AN8/AN5/DL48/8162.

On 4 June, 1281 empty Tailem Bend grain departed Adelaide hauled by CLF6/705/

GM47/GM46/ALF23. On the return as 2182, the train was halted at Mile End where CLF6/705/GM47 were detached and added to 1283 empty Wolseley grain hauled by ALF23/701. On the morning of 6 June, 1341 Loxton grain departed Adelaide hauled by CLP8/703/GM38/GM46. 1351 Pinnaroo grain later followed with CLF6/ALF23/GM47/701/705. That night 2KA2 loaded grain ex Victoria departed Tailem Bend hauled by CLP17/CLP16/GM42/CLF6. This train was loaded at Tailem Bend after arriving from Melbourne empty. On 8 June, 1281 empty grain departed Adelaide with CLP17/GM42/CLF6/ALF23 and included in the load were 23 empty AHBF ballast hoppers for loading at Tailem Bend. That afternoon, 2182 loaded grain was enroute near Yantaringa when it stalled. The following train, 3MP7 hauled by NR32/AN11 pushed 2182 to Mt. Lofty before both trains separated. Later that night, 3142 loaded grain ex Loxton arrived in Adelaide behind ALF18/CLP8/701/705/GM47.

Due to a shortage of locomotives, 8026/442s2 departed Dry Creek light engine bound for Tailem Bend on 9 June. These two engines are hired by SCT and are normally used between Parkes and Pt. Augusta on SCT shuttle services. Later that afternoon, 2210 arrived in Adelaide hauling the AK cars from Murtoa as AK82. The next morning, 5MP9 SCT arrived in Adelaide hauled by SCT004/442s2/8026/SCT007. Also that day, 1281/2182 Tailem bend grain was worked by CLP8/GM47/GM46/701/705. On 11 June, GM42/CLP16/CLP17 departed Dry Creek as D121 light engine bound for Tailem Bend. After attaching 23 loaded AHBF ballast hoppers the train returned back to Dry Creek as 2182. Another grain working to Victoria occurred on 13 June when CLP17/ALF18/CLP8/GM42 worked 4AK1/4KA2 to Murtoa and return. On 15 June, 1343 empty Loxton grain departed Adelaide with GM46/GM38/2216 hauling 47 hoppers. 7 hoppers were detached at Tailem Bend for 2182. Later that morning, 1281 departed Adelaide heading for Tailem Bend with ALF23/705/701/2207/GM37 and 33 hoppers. GM37 was detached and after loading the train returned to Adelaide as 2182 with 36 loaded hoppers. 3144 loaded Loxton grain departed Tailem Bend with 2216/GM38/GM46/GM37 and 35 hoppers. Also that night, 4AM2 POTA service departed Adelaide with 8030 hauling just seven wagons whilst 4AK1 empty Dimboola grain departed Adelaide with CLP17/GM42/CLP8.

In the early hours of the following morning 16 June, 1341 empty Loxton grain departed Adelaide hauled by ALF23/705/701/2207/CLP16. CLP16 was detached at Tailem Bend for 5KA2 Dimboola grain. 5KA2 was enroute early the next morning when it stalled near Yantaringa. 1281 empty Tailem Bend grain hauled by 2216/GM37/GM38/GM45/GM46 with 40 hoppers was held at Mile End and the engines were then sent to rescue 5KA2 and assist it to Adelaide. Later that morning, CLP16/CLP8 headed to Tailem Bend as D121 light engine. After loading, attaching another 10 hoppers and the two CLP's, 2182 departed Tailem Bend with GM46/GM45/GM38/GM37/2216/CLP8/CLP16 with 50 hoppers for around 4400t. The next day, 1283/2184 Wolseley grain was worked by CLP16/CLP8/CLP17/ALF21. Two Tailem Bend grain services operated on 21 June using the same engines and hoppers. ALF23/2216/GM46/GM38/crew car ECA98/CLP17 were the power for 1281/2182 and 1283/2184. On 28 June, 2152 loaded grain ex Keith was enroute to Adelaide hauled by ALF23/GM46/2212/GM45 when it stalled near Mt. Barker Jct. Light engines GM38/2216 were sent to the rescue and assisted the train back to Adelaide.

On 3 July, GWA grain service to Dimboola and return 1011/1012 was worked by GM42/2207/ECA98/CLP17/GM37/GM38. That evening, 6PM1 departed Dry Creek hauled by 6002/CLF4 but problems with 6002 saw the train return back to Dry Creek and finally depart for Melbourne around 8 hours later. The next day, 1331 Peake grain departed Adelaide hauled by 705/GM45/2212. Later that afternoon, ALF23/FQ04 worked light engine to Monarto South and assisted the return movement, 3132 back to Adelaide. QRN service 2MP1, was heading towards Adelaide on 5 June hauled by 6005/

Working through typical Mallee country south of Wanbi on the Loxton line, 2207/701/705 haul 3142 grain to Tailem Bend on Monday 13 June 2011. Image by David Castle

CLF2/42105/CLF1. This was the first visit of a 421 class to SA but near Mt. Barker Jct problems arose with 6005 and 42105 resulting in it being held there. Light engines X54/X53 were sent from Dry Creek to assist the train to Adelaide. The next day was no better. SCT015 was sent light engine from Dry Creek to Tailem Bend to assist 3MP9 with SCT010/SCT001/SCT006 after it had locomotive problems. Later that morning, 3MP1 hauled by 6004/CLF4 stalled near Callington. The train set back to Callington and awaited light engines in the form of X54/X53 again to come to the rescue from Dry Creek. That evening, 2PM1 departed Dry Creek hauled by 6008/6009/CLF2/42105 while 2PM9 SCT departed Adelaide hauled by SCT010/SCT002/8026/442s2. The latter two units were detached at Tailem Bend.

QRN service 3PM1 departed Adelaide on 7 July hauled by 6007/6006/X54/X53. The next morning, 1311 empty Karoonda grain departed Dry Creek with CLP16/2207/2216/SCT015. The SCT was then used as a banker for 6MP9 SCT the following morning. Also that morning, 5MP9 SCT arrived in Adelaide hauled by 8026/442s2/SCT014/SCT012. That night the last working of POTA's Adelaide service for the foreseeable future occurred when G512/8030 departed Pt. Adelaide with 6AM2. The following night, G515 departed Adelaide light engine bound for Horsham.

NORTHERN REPORT

On 13 May, 6DA2 arrived in Adelaide with ALF19/VL358 hauling FJ105. The FJ was in Adelaide for servicing and its place in Darwin was taken by GM43. A rare quad engine lash-up on a northern grain service occurred on 18 May when CLP14/GM47/2212/ALF23 worked 1531/5132 Gladstone/ Jamestown service.

A serious incident occurred in the very early hours of 28 May. 5MP9 SCT hauled by SCT008/SCT006 was enroute to Perth between Reid and Fisher when a wheel on SCT008 fractured and partially disintegrated. This also caused numerous broken rails and damaged sleepers before the train came to a halt. Due to the remoteness of the incident it took recovery crews a long time to assess the situation. Eventually the wheel set was welded in place and skidded at very low speed to Fisher where it was detached in the goods siding. This allowed SCT006 to head back to its train and depart around 1800hrs the next day. On the cross of 6PM9 at Denman, SCT004 was taken off 6PM9 and placed onto 5MP9 to head west. After repairs, SCT008 was attached to 4PM9 SCT on 2 June and hauled to Adelaide behind SCT014/SCT012.

After having an overhaul at Islington Workshops completed, EL51 left Adelaide on 6WP2 on 30 May. The train consisted of NR79/AN9/EL51/XRB560 and on arrival at Pt. Augusta EL51 was then added to 2YN2 and hauled to NSW behind NR103/NR49. The next day, 2210 departed Broken Hill with ten empty AHBF ballast hoppers bound for Dry Creek as train 5112. 2210 had been on short term hire for ballast train duties and had previously worked the AK cars to Sydney. QRN service 3MP1 departed Adelaide on 1 June with 6005/CLF1 hauling 2208. 2208 was returning to WA after spending the last few years in NSW. Also that day, RL309/S311 departed Dry Creek with the empty ballast train bound for Broken Hill. That night, 4AD1 departed Adelaide behind FQ01/ALF22/2210/ALF20/GM47. The trailing three engines were detached at Pt. Augusta enroute. On 3 June, 4PS6 departed Pt. Augusta with NR40/NR121 hauling 2210. The 22 was heading to NSW for working the AK cars. Also that same day, the Leigh Creek coalie was worked by V544/XRB561/8224.

Dwarfed by the silos at Peake on the Pinnaroo line, 701/GM38/705 load 3152 grain for Outer Harbour on Thursday 2 June 2011.
Image by Dave Arnold

On 5 June, 7AD1 hauled by FQ04/ALF19 was enroute near Impadna when FQ04 failed. AN2 was sourced from Alice Springs and was used to assist ALF19 to Darwin on 7AD1. FQ04 was detached at Impadna and hauled back to Adelaide on 2DA2 behind FQ03/VL357 on 7 June. On 8 June, extra service 4AP5 departed Adelaide bound for Perth behind NR97/AN1. That evening, 3NY3 arrived in Pt. Augusta behind NR16/NR72/8229. The 82 was bound for Leigh Creek coal train duties. The next day, 3DA2 arrived in Adelaide behind CLF5/VL359/8026/442s2. The latter two engines were attached at Pt. Augusta. Also that day, 846/GM38 worked D461 light engine trial run from the Pt. Augusta Workshops to Whyalla. GM38 then returned back to Pt. Augusta solo and then worked 4172 SCT shuttle to Adelaide. On 10 June, 2210 departed Adelaide with AK81 AK cars bound for Whyalla and Pt. Augusta. The next day they headed from Pt. Augusta to Barton and eventually WA. That day, 1513 Gladstone grain was worked by GM38/703/2207. They were met by 2216 which had worked light engine from Pt. Pirie to Gladstone. 703 then returned to Pt. Pirie and 2216 headed back to Adelaide on 5114 loaded grain.

A major derailment occurred on 11 June when 7FP2 loaded coal train derailed near Neuroodla. The train consisted of 8224/XRB560/8229 hauling 169 wagons. The train split into three sections as a result of the derailment which involved over 20 wagons. The line eventually re-opened for traffic nearly two weeks later. On 12 June, 9M21 loaded ballast train departed Dry Creek with CLF5/GM47 up front. The consist included crew cars JRA6, ECA162, an AGGY generator wagon plus 23/AHBF ballast hoppers and a plough bound for a major ballast program operating out of Darwin. Near Snowtown problems arose with ECA162 resulting in it and the AGGY wagon being detached at Snowtown. CFCLA owned crew car CDCY 279 was later forwarded on a Darwin service to be added to the ballast workings. ECA162 and the AGGY were later picked up at Snowtown by a grain service and returned to Adelaide. On 18 June, double green and gold 700's 701/705 worked 1513/5114 Gladstone grain. Two GWA grain services operated north of Adelaide on 24 June. 2216/701/GM45 worked 1513/5114 Gladstone service while ALF23/GM46 worked 1401/4102 Crystal Brook service.

The empty ARTC ballast train departed Broken Hill as 5M21 on 24 June hauled by S311/RL309 bound for Peterborough. The next day it headed to Whyalla before starting on a ballast program on the TAR. GSR service The Ghan, 1AD8 departed Adelaide on 26 June behind NR109/AN3. Also that same day, 6PM9 SCT departed Pt. Augusta with SCT010/SCT001 and GM45 dead attached behind the fuel tank. The GM had earlier worked 1473 SCT shuttle to Pt. Augusta from Adelaide. Due to a locomotive shortage, 3AD1 departed

Adelaide behind ALF24 and PN unit AN11 on 28 June. Early the next morning, 4DA2 departed Darwin hauled by CLP14/CLF5/CLP17. On the cross of 3AD1 at Illoquara just north of Alice Springs, AN11 was placed between CLF5/CLP17 for the run to Adelaide while CLP14 was added to 3AD1. 3DA2 arrived in Adelaide on 30 June hauled by FQ01/GM42 while on the same day, 4GX1 SCT shuttle arrived in Pt. Augusta behind a solo 442s2.

On 1 July, PN service 4PS6 departed Pt. Augusta hauled by NR31/NR35/8224. Two days later on the 3 July, S311/RL309 arrived at Islington Workshops from Whyalla light engine. That same day, 1473 SCT shuttle departed Adelaide behind CLP16/SCT009/SCT005 while 7GP1 arrived at Pt. Augusta behind SCT015/SCT003 hauling 8026 behind the fuel tank. 7GP1 departed Pt. Augusta behind SCT009/SCT005 while SCT015/SCT003 were added to 6PM9 bound for Adelaide. On 4 July, GWA locomotive 2214 worked light engine from Pt. Augusta Workshops to Pt. Pirie as D411. The next day, 703 departed Pt. Pirie as D411 light engine bound for Gladstone. 703 was then added to 1513/5114 Gladstone grain with 2210/701/GM46. 2214 is now the resident Pt. Pirie based shunt loco. On 6 July, 2PM9 SCT departed Pt. Augusta with SCT007/SCT002 hauling 8026/442s2 dead attached behind the inline fuel tank. The next night, 5AD1 departed Adelaide with CLP17/VL362 hauling FJ105. The FJ was finally heading back to Darwin after nearly two months in Adelaide. 1473 SCT shuttle departed Adelaide on 10 July hauled by GM37/SCT007/442s2/8026.

EYRE PENINSULA REPORT

The EP division has been a very busy place with grain workings along with the gypsum. On 10 May, 842/905 departed Pt. Lincoln as 3CP1 light engine bound for Thevenard. The gypsum train that day was worked by 1606/1604/1601 while 859/848/1204 worked 3CC1/3CC2 Murdinga grain service. 5CP2 light engine departed Thevenard two days later with 905 hauling 1604/1603 back to Pt. Lincoln. On 18 May, 4BG2 loaded grain ex Kimba arrived in Pt. Lincoln behind 851/850/848/1203. The next day, 5AE1/5AE2 Cummins grain was worked by 905/848/1203 and the three engines then worked 5AE3/5AE3 Cummins grain with the addition of 1604. Also that day, 5BC2 ex Rudall was worked by 859/873/1204. That night, 5BG1 to Kimba departed Pt. Lincoln behind 851/873/1204. On 20 May, 1604/850/848/1603 departed Pt. Lincoln with 6CD1/7CD2 bound for Lock.

Another light engine movement to Thevenard occurred on 22 May when 1604/848 departed Pt. Lincoln as 1CP1. Two days later, the gypsum was worked by 1604/848/842. On 25 May, 4AE1/4AE2 to Cummins and return was worked by 1603/851/859/1204. 5BC1 to Rudall departed Pt. Lincoln on 2 June hauled by 851/859/873/1204. The next day, 6CE1 to Warramboo departed Pt. Lincoln behind 905/850/873/906. On 14 June, 3BG1/4BG2 grain to Kimba was worked by 859/850/906/1603. A rare working occurred the next day when 851/1204/1203 worked 4CG1/5CG2 to Wudinna. The working of both 1200's together has only happened on very few occasions. 5CP2 light engine departed Thevenard on 16 June with 1606/842. The 7 July was a busy day on the EP. 1603/1606 were on 5CP1 light engine to Thevenard while 1601/848/1604 worked the gypsum. 5BC1 to Rudall departed Pt. Lincoln behind 906/850/873/859. That afternoon, 5BG2 ex Kimba arrived behind 1204/842/851.

The ore trains at Whyalla have seen some interesting workings as of late. 846 made its return to service on the narrow gauge on 29 June after being in storage and then at Pt. Augusta for re-activation. It worked 45WD/45DW as 1303/846/902 to Iron Duke and return. On 2 July, 71WD/71DW was worked by 1303/CK3/902 while 75WD/75DW was worked by 901/847/904. The 7 July saw some more interesting workings. 52WD/52DW was worked by 1907/902/1303, 1302/846/CK5 worked 53WD/53DW and 54WD/54DW was worked by 1301/1304.

Thanks to Geoff Hann, Todd Hutchison, Damien Butler, David Arnold, Greg O'Brien and Trevor Briggs.

X53/X54/6005/CLF2/42105/CLF1 round Fosters Corner at Belair with a late running 2MP1 service on Tuesday 5 July 2011. This was the first working of a 421 class into South Australia. The two X's were added at Mt. Barker Jct after problems arose with 6005 and 42105. Image by Justin Cheary

As the sun rises over Pimba, ALF24/AN11 haul 3AD1 Darwin freight on Wednesday 29 June 2011. GWA had hired AN11 from Pacific National to cover a locomotive shortage.
Image by Dave Arnold

Strung around a number of curves north of Beltana, V544/XRB561/8224 haul 4FP1 empty coal to the coalfields near Leigh Creek on Wednesday 1 June 2011. Rumours persist that the power station at Port Augusta will be replaced by a gas-fired version.
Image by Bob Grant

With the lower Flinders Ranges in the background, GM45/442s2/8026 trundle across the causeway approaching Port Augusta with 1473 SCT service from Adelaide on Sunday 12 June 2011.
Image by Scott Fitzgerald

Returning from Rudall to Port Lincoln, 1BC2 grain is seen here between Ungarra and Cummins hauled by 1203/850/851 on Sunday 15 May 2011.
Image by Bob Grant

Western Australia

As an impending storm rolls in off the Indian Ocean, DFZ2404/DFZ2405 haul an empty iron ore service to Ruvidini on Monday 16 May 2011. Image by Phil Melling

As from 1 July 2011, ARG was no longer with QR National running adverts in W.A. media advising that all of their operations would now trade under the QR National brand. Locations such as Narngulu (Geraldton) with a heavy iron ore emphasis will be part of QR National Iron Ore business.

ALBANY REPORT

Following its display at the Rail Transport Museum at Bassendean, P2504 arrived in Albany on 9 June 2011 on 5663 loaded grain behind P2512.

In the week of 19 June there was only one grain fleet working in the Albany District from Albany to Kukerin on the Lake Grace line, in the previous week it worked in the main out of Broomehill and Woodanilling.

The loco allocation in Albany on Saturday 19 June was P's 2504, 2509, 2510 and 2512 plus DD2356. One of the P's was working with the DD on the woodchip train, (whichever P's are not working on the grain train/ being serviced gets rostered on).

Later in the reporting period the grain was running "out of zone" through to the metro area rather than to Albany Port.

BUNBURY/ SOUTH WEST REPORT

The use of S class locomotives on the Collie line now dominates most workings, with S3308, 3310 and 3311 deployed on the branch on Saturday 11 June 2011, hauling both alumina and caustic soda trains. Single DBZ locomotives have been working the daily 273 service hauling lime from Kwinana to Worsley in XP class wagons. Occasionally, multi DBZ's still work this train, including Thursday 9 June 2011 when coal hoppers as well as lime were hauled behind DBZ2307/DBZ2305 and was noted at North Dandalup. On Thursday 30 June 2011 multi DBZ's were again noted when DBZ2304/ DBZ2305 combined to haul a small load of only six XPs lime wagons. Later in the reporting period some normality was returning with sightings of the lime/ coal mix.

Adding a bit to the variety on the lower part of the South West main were PA2819, and the sole D class 1562. They both saw regular use between Calcine (Pinjarra) and Picton (Bunbury) in June. On Thursday 2 June 2011, D1562 worked empty JK class caustic soda tankers south of Calcine to Picton, while on Thursday 9 June 2011, PA2819 was working south at Warawarrup with a loaded alumina train. DBZ2310 and DBZ2313 have also been assisting on alumina trains on this section.

A failure of S3306 on a loaded bauxite train occurred at North Dandalup on Monday 30 May 2011. S3307 rendered assisted and both S's were at the front of the train at Keysbrook. Similar issues seem to have impacted on an empty Calcine caustic soda train on Tuesday 28 June 2011 when it passed through Mundijong behind two ex Westrail yellow S class locos.

History was repeated on Saturday July 9 when S3306 was noted again on a loaded bauxite train when it failed at Mundijong and was last seen still awaiting assistance.

GERALDTON REPORT

Following its display in its new QR National colours at the Rail Transport Museum at Bassendean on Sunday 15 May 2011, DFZ2402 made its way north light engine overnight on Wednesday 25 May to Narngulu (Geraldton). On arrival it was immediately put on its first train on the morning of Thursday 26 May 2011 trailing DFZ2404 on an empty iron ore train. DFZ2402 adds a new colour scheme to the resident loco fleet at Narngulu, with a mix of Westrail yellow, ARG GW, ARG orange, ARG yellow and now QR National.

Mention was in the last issue of K205/K206 being moved by road from Forrestfield out to Morawa in the States Midwest. A visit out to the construction works on the new 80km branch line from Tilley (Morawa) to the Karara mine found K205/K206 either end of a set of Railcorp NDFF ballast wagons on Monday 6 June 2011.

Preliminary and interim works continued on the Midwest rail upgrade project, this

project will see 200km of existing rail line from Narngulu to Morawa upgraded with dual gauge concrete sleepers, new heavier rail, new crossing loops and signalling. On the loco front AB1504/ DAZ1902 worked a double consist rail train from Forrestfield to Narngulu/ Mullewa line and the train was noted distributing rail near Ambania on Wednesday 18 May 2011.

A further rail train arrived in late June, and after distributing further rail between Narngulu and Morawa. DAZ1903 departed Narngulu on Friday 1 July with an empty double consist rail train back to Midland. DAZ1903 arrived back at Narngulu on Saturday 9 July with an empty sleeper train consist for the new Northern Gully permanent way depot.

On Friday 8 July DFZ2406/DFZ2404/ DFZ2405 hauled a loaded trial 90 wagon iron ore train from Tilley (Morawa) to Geraldton Port.

Near Wicherina east of Geraldton, AB1504/DAZ1902 work a loaded railset to Ambania on Wednesday 18 May 2011.
Image by Phil Melling

KALGOORLIE REPORT

The area around Kalgoorlie and the Eastern Goldfields again provided variety for the Kalgoorlie correspondent. On Saturday 11 June, three AN class were seen passing through Kalgoorlie, 6PM6 had AN1 trailing NR97, while 7PX4 had NR32/AN11 hauling dead-attached AN8!

On Sunday 12 June 2011, 6MP4 with NR21/NR89 were pretty much on time into West Kalgoorlie at 0950hrs, but after that things began to fall apart. 6MP9 with SCT004/SCT010 began experiencing problems earlier in the morning, the problems continued and the train limped along to Rawlinna at about 50kph, where the locos were turned on the triangle and by Zanthus they were nearly 8½ hours late.

Next into Kalgoorlie was 7MP7 with NR100/NR30, whilst the QR National train was close to their usual time (which is well ahead of their table) with 6006/ 6004 on 6MP1 departing Parkeston at 1343hrs. 6SP6 with NR45/NR53 was an hour and a half late, departing West Kalgoorlie at 1600hrs.

Further rail action on Sunday 26 June saw 7025 freight arrive a little late at West Kalgoorlie from Forrestfield. Of interest is that both train locos Q4010/Q4018 ran 1C71 Parkeston cement/ lime transfer. Whilst they were at Parkeston 6MP4 with NR14/NR111 were on the mainline fuelling up. 6MP9 with SCT002/ SCT007 were also seen heading through Kalgoorlie.

On Sunday 3 July, AC4301/Q4015/

Under an azure sky, ZB2125 hauls an empty ballast rake near Kendenup on the Great Southern Railway on Saturday 7 May 2011.
Image by Don Copley

Q4017 bought an empty ore rake from Esperance into West Kalgoorlie yard late in the morning. What was unusual was the fact that the front loco was long hood leading. Later after a shuffle and a short break, they departed West Kalgoorlie as AC4307/ Q4015/AC4301 heading to Koolynobbing.

There were also several triple NR lash ups over the same weekend with 6MP6 running over two hours late with "Neil Diamond" NR62 (the only one still with full end and side diamonds)/ NR110/ with NR15 dead attached. Sparkingly clean NR58, fresh from repaint the previous week, led NR8/NR9 (the latter two have been regulars on this train for the past 3-4 weeks) on 6SP6 through Kalgoorlie.1426 freight departed West Kalgoorlie around 1851hrs with AC4304/ L3115 in charge.

After the sun had set our correspondent then observed the biggest loco combo and longest train he had seen on the Leonora line past his house at 2020hrs: consisting of Q4008/ Q4018 hauling dead Q4001 (all cab leading), 18/WN nickel wagons and 34 sulphur wagons, a combined 478 and 430 running under the former's number. The correspondent was wishing it was summer and that W.A. still had daylight saving as it would have been a nice rare pic!

On Friday 8 July, LZ3104 was visiting Kalgoorlie for the first time in about four months but unfortunately had problems with the afternoon trip back to West Kalgoorlie with 6C74 from Parkeston. The loco managed to struggle over the hill into town at 1708hrs. This was the second time a loco had some issues on this train with LZ3107on Monday 27 June being unable to lift the load over the hill necessitating Q4018 running light from West Kalgoorlie to the rescue.

Recently arrived from the USA, SD90MAC 901 leads four compressor cars seen here at the ore dumpers adjacent to the Herb Elliott Port on Wednesday 8 June 2011. Image by Toad Montgomery

PERTH REPORT

QR National was able to show off its new corporate colours when they displayed P2504/ DFZ2402 at the Rail Transport Museum at Bassendean on Sunday 15 May, 2011. These are the first two narrow gauge W.A. based locomotives to carry the new colours. P2504 in its new colours led P2514 on 758 grain on Wednesday 22 May.

On Wednesday 8 June a few workings of interest occurred, QR National 6010 departed on 4025 Kalgoorlie freight (dead attached), 6010 was going to Kalgoorlie/Esperance for crew training as it is understood a number of 6000 class will be coming to W.A. until the new AC locos arrive.

On the same evening, 4305 grain to Wagin ran as P2516/DAZ1906/AB1503/DD2358/ NJ1605 from Forrestfield. The movement of NJ1605 back to Albany heralds the return of the NJ's to the Albany woodchip train. DAZ1902 also worked a ballast train on the Armadale line.

On Wednesday 15 June, 2210 hauled the AK cars into Forrestfield and after arrival LZ3105 was put on and ran the AK Cars to Kwinana then North Quay (North Fremantle), then back to Midland, down to Perth Terminal before returning to Forrestfield. 2210 ran the AK cars out of Forrestfield on Thursday 16 June back towards Kalgoorlie.

The aftermath of the BHPB derailment (see news item) is graphically illustrated as 4301 and 6070 sit amongst the wreckage of ore cars on Saturday 28 May 2011. Image by Ted Jones

PILBARA REPORT

At approximately 0600hrs on Saturday 28 May 2011, a loaded 224 car BHPB ore train hauled by 4335/4348 derailed at the 122km between Turner Siding and Abydos Siding causing approximately twenty ore cars proceeding the B set of locos – 4301/6070 to derail along with a number of cars trailing the locos. Substantial damage was caused to the locos with 6070 likely to be scrapped onsite whilst the future of 4301 remains unclear at this time.

During the w/c 10 July, SD70ACe 4365 commenced ECP (Electronically Controlled Pneumatic) brake trials on BHPB's Yarrie line hauling 70 modified iron ore cars.

With thanks to Simon Barber, Peter Donaghy, Rod Milne and Stew Winston

Steam – era water tanks stand sentinel at Loongana as 6MP9 freight hauled by SCT001/SCT015 stand on the crossing loop on Sunday 8 May 2011.
Image by Dave Arnold

About to depart Paraburdoo, the unusual lashup of 7073/7071/8158/7076/8102/8103 on the point and 7095/7057 on the rear haul 234 loaded cars of iron ore to the Port of Dampier on Sunday 12 June 2011 with the additional units being required back at Dampier as soon as possible to return more empties to the mines.
Image by Paul Moore

Tasmania

Rounding the curve off the Leven River bridge, Z2113/Z2111/ZA2114/Z2112 haul 631 goods from Burnie to Boyer on Friday 6 May 2011.

After arriving on 635 goods from Burnie, D2020/DQ2006/D2021 shunt Hobart Yard on Saturday 7 May 2011.
Both images by Alex Rothwell

With the tide in on the Leven River at Ulverstone, ZR2101/MKA2134/ZP2100 haul 536 goods to Burnie on Thursday 19 May 2011.

Near Ridgley on the former Emu Bay Railway, DQ2008/DQ2009/DQ2001 work 677 empty ore to Melba Flats on Friday 20 May 2011.
Both images by John Regan

Photo courtesy of Howard Armstron

FUEL BLOCK TRAINS

The last regular working of fuel trains in NSW were the Block Trains operated by Ampol/Caltex and Shell Australia. The Ampol service worked to Bomen in Southern NSW whilst the Shell service was operated by Freight Australia and worked to Canberra, West Tamworth and Dubbo. Many of the 50 year old Tulloch built rail tank cars could still be found in regular service with these trains.

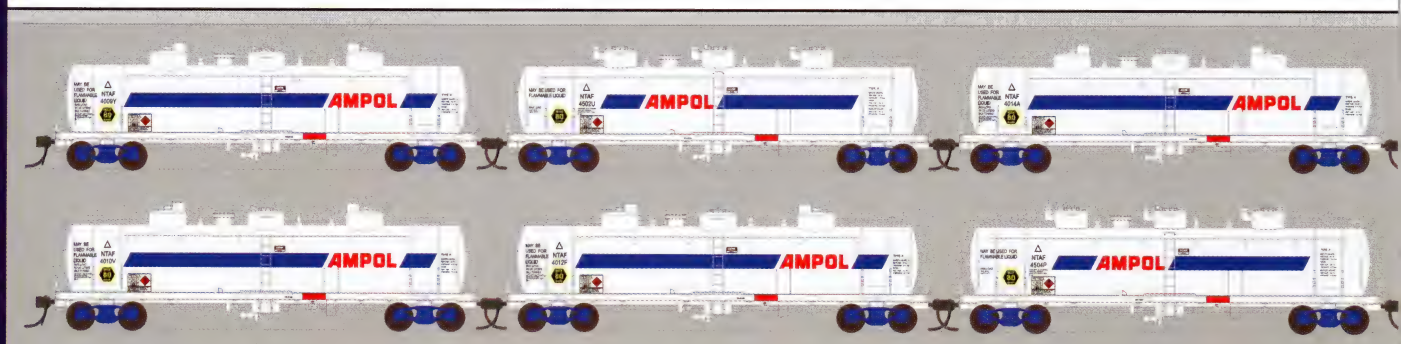
Our Ampol block train represents when it first started operating and all of the wagons were repainted in their new corporate color scheme, several of the older wagons were originally in service for Golden Fleece.

Our Freight Australia block train represents Shell Australia rail tank cars re-branded by simply painting over the Shell logo. Not all the cars had received their new identity prior to entering service. These cars were built new in 1938/39 by Tulloch Limited.

Model Features:

- Highly detailed Ready-to-Run HO scale model
- Injection moulded high quality plastic bodywork
- Etched metal walkways
- Finely detailed chassis and underfloor with full brake rigging
- Semi scale stainless steel rimmed wheels
- Genuine Scale Kadee® metal knuckle coupler

Each pack contains 6 individually numbered and decorated wagons **$ 352.00 per Pack**



AMPOL Pack 'A'

FreightAustralia Pack 'A'

For details visit our website: **www.sdsmodels.com.au**

SDS Models - ABN 19 886 394 942 - PO Box 804 Winston Hills NSW 2153 Australia - Email: sdsinfo@bigpond.com

Subscribe to Australian Railways Illustrated for $49.75

NZ - A$95.00
Rest of World - A$120.00

6 issues for the price of 5

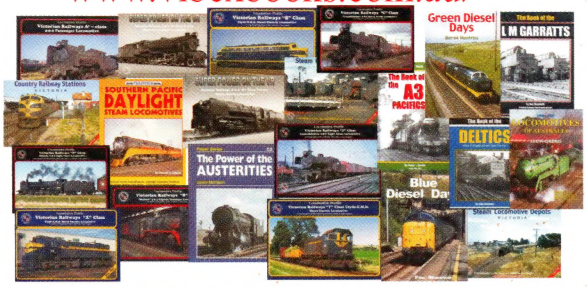
Australian Railways Illustrated Pty Ltd
P.O Box 886 Kings Langley NSW 2147

www.arimagazine.com.au

Direct Debit available contact us for details.

RAIL BOOKS & DVD's.
VIBEX BOOKS

www.vibexbooks.com.au.



ONLINE AND MAILORDER.

GOOD RANGE OF RAIL BOOKS AND DVD's .WE ALSO STOCK A GREAT RANGE OF MARITIME AND AVIATION TITLES . VISIT OUR WEBSITE TO BROWSE OUR STOCK. WE ARE THE CHEAPEST. CHECK OUR PRICES.

VISIT OUR WEBSITE OR CONTACT US FOR A FULL COLOUR CATALOGUE. VIBEX BOOKS. PO BOX 1303, GEELONG, VICTORIA 3220. Ph/Fax 03 52786895. MOB. 0413 707 753, EMAIL vibex@optusnet.com.au

ALL BOOKS AND DVD's ARE POST FREE THROUGHOUT AUSTRALIA.

TRAINBUILDER

HEAVY HARRY
VICTORIAN RAILWAYS H220

- All brass construction
- DCC ready
- Front and rear headlights and marker lights
- Detailed cab interior
- Quality canon motor with brass flywheel
- Coal load
- Available in two versions:
  - As originally built in 1941
  - As running in the 1950s with cut-away cab valances, covered boiler domes and side boiler ladder.

$1395 ea

No deposit required, limited quantities available.
Delivery expected Q2 2011

For details and ordering information, visit **www.trainbuilder.com** or call **0408 99 40 80**

Prices and specifications are subject to change without notice. Photos are for illustrative purposes only.

Established and in business for over 30 years and seen at more exhibitions across Australia.

TRAIN WORLD PTY LTD

624 Hawthorn Road, East Brighton, Victoria 3187
Phone: (03) 9596-6342 or Fax : (03) 9596-3917
OPEN 7 DAYS, 360 Days per Year
Monday to Thursday 10am-6.30pm
Friday 10am-9.30pm
Saturday 9am-5pm
Sunday & Public Holidays 11am-4.00pm

Australia's largest pure train and model train shop.

Arriving late August, order from Train World today,

Railmotor Models

PBGY, SCT, Superfreighter

in H0 scale Ready to Run.

All new tooling
All new bogies
RP25-110 metal wheels
Kadee No. 5 metal Knuckle couplers
Detailed body, printing & finish
2 liveries, 4 running numbers in each livery.
Suggested RRP $59.95 each

Email, Phone, fax or mail your order today. Trade Enquiries Fax or Email Only

www.trainworld.com.au

NSW 48 Class in N-Scale in all 4 Marks in most liveries from Gopher Models at $240.00 each. In store NOW.

NSW 48 Class in H0, all 4 Marks in NSW Tuscan only, coming soon from Powerline Models Pty Ltd.

Every Inch a train shop devoted to and supporting the hobby

A picture tells a thousand words. If we have not got it, and it is available from a supplier, we will order it in for you.

Australian National
AN Class Locomotive
Ready-to-Run In HO Scale

AUSCISION MODELS
TRUST AUSCISION FOR PRECISION

AN3 The Ghan

Delivery Expected 2013

Prototype Photo: Graham Bailey

Auscision Models standard features include:

- Plastic (ABS) body & chassis
- Detailed brake equipment
- Factory painted & decorated
- Metal handrails & brake piping
- Ready-to-run
- Highly detailed underframe
- 2 Different body versions
- Painted driver figures
- Separately applied metal parts
- Detailed sander pipes & bogies
- Scale size metal knuckle couplers
- Recommended min radius (18 Inch)
- Will operate on code 70, 83 & 100 Rail
- 4 Different liveries available
- Blackened metal disc wheels
- All wheel drive & power pickup
- New easy lift wireless body
- DCC Ready with 21 pin socket
- Sound ready with speaker enclosures for ease of fitting sound
- 5 Pole skew wound motor
- Operating LED headlights with on/off switch
- Red & white marker lights
- Operating ditch lights
- Detailed cab interior
- Twin brass flywheels
- Heavy die-cast chassis
- See-through metal etched grilles
- Illuminated number boards
- AN3 The Ghan being produced

Australian National

National Rail

AN3 "The Ghan" is predicted to sell out fast so don't delay your order.

Australian National

The Ghan

National Rail

Pacific National

Artwork shown for livery reference only. Number fonts and some finer details will differ on the production models

auscisionmodels.com.au

PO Box 1791, Castle Hill NSW 1765
Office: 0425-866-442 Fax: (02) 9620-6695
Website: www.auscisionmodels.com.au
Email: information@auscisionmodels.com.au

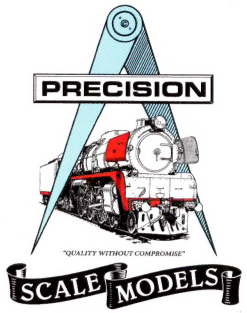
auscision BLOG

Only available directly from Auscision Models & selected retailers

Model details & delivery dates subject to change without notice

Auscision Models Pty Ltd 2011 ABN 19 115 127 127

DESIGNING SYDNEY

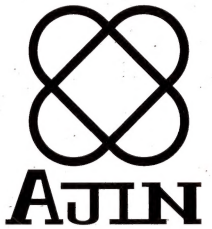


A TRUE STEAM LOCOMOTIVE CLASSIC

THE VICTORIAN RAILWAYS "A2" CLASS

SIX VERSIONS WITH AS FEW AS 10 UNITS OF SOME TYPES

BUILT TO OUR VERY HIGHEST OF STANDARDS BY AJIN PRECISION MFG., INC. OF KOREA



Walschaert's Valve Gear

1. 1920's Original Canadian Red/ Chocolate
2. 1930's to 1940's Black
3. 1950's to 1960's Black / Modifed front end oil burning. Alternative BoxPok wheels

Stephenson's Valve Gear

1. 1920's Original Canadian Red/ Chocolate
2. 1930s to 1940s Black
3. 1950's to 1960's Black / Modifed front end

Museum Quality

P.S.M. "HO" SCALE 1:87

"QUALITY WITHOUT COMPROMISE"

FULL 12 MONTH WARRANTY*

Features of all models:–

1. Painted, lined (where appropriate)
2. Multi wheel pick-up from loco / tender
3. Loco / tender close coupled
4. Blackened wheel tyres / Red wheels
5. Authentic colour LED Lights
6. Clear Coated / Glazed
7. Choice of numbers provided
8. Working parts
9. DCC Equipped
10. Ready To Run / Limited build

Prices, specifications and delivery date subject to change without notice.

AVAILABLE NOW

Price $1695

PRECISION SCALE MODELS

A.B.N. 17 500 560 251

4 PALMER COURT, MOUNT WAVERLEY 3149, VICTORIA, AUSTRALIA .
(PLEASE BY APPOINTMENT ONLY)

PHONE: 1300 562 633. MOBILE: 0418 554 760. FAX: (03) 9759 5844

International: (ISD)+61 1300 562 633. Fax (ISD)+61 3 9759 5844

www.precisionscalemodels.com.au

"BUILT TO A STANDARD... NOT TO A PRICE"

HANDCRAFTED IN BRASS

BY

AJIN PRECISION MFG., INC.

OF KOREA